

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4395

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SATURDAY, NOVEMBER 14, 1903.

五拜禮

號三十月一十英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,210,000

Head Office:—YOKOHAMA.

Branches and Agencies:  
TOKIO, KOBE,  
NAGASAKI, LONDON,  
LYONS, NEW YORK,  
SAN FRANCISCO, HONOLULU,  
HOMBAI, SHANGHAI,  
TIENHSIN, NEWCHWANG,  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,  
Manager.

Hongkong, 11th September, 1903. [10]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$16,000,000  
Sterling Reserve ..... \$5,000,000  
Silver Reserve ..... \$5,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, N. A. SIEBS, Esq.  
E. GOETS, Esq. H. W. SLADE, Esq.  
C. MICHAEL, Esq. C. A. TOMES, Esq.  
H. SCHUBERT, Esq. E. S. WHEELER, Esq.  
E. SHELLIM, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.

Shanghai—H. M. BEVIS.

LONDON BANKERS:—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per Annum.  
For 6 months, 3½ per cent. per Annum.  
For 12 months, 4½ per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th August, 1903. [13]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [14]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital ..... \$1,000,000  
Paid up Capital ..... \$344,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—  
Chan Kit Shan, Esq. J. Scott Harston, Esq.  
Chow Tung Shing, Esq. J. Lauts, Esq.

Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %  
Hongkong, 12th May, 1903. [15]

### THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow  
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 1st September, 1903. [16]

## HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 14th November, 1903. [16]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.  
LONDON and ANTWERP VIA  
SINGAPORE, PENANG, SHANGHAI ..... About 13th } Freight and  
COLOMBO, PORT SAID and A. Thompson, R.N.R. } November } Passage.  
MALTA

YOKOHAMA VIA SHANGHAI, MANILA ..... About 16th } Freight and  
MOJI and KOBE. H.G.H. Lowell, R.N.R. } November } Passage.  
(Passing through the Inland Sea).

SHANGHAI ..... BALLAARAT ..... About 20th } Freight and  
F. R. Summers ..... November } Passage.

LONDON and ANTWERP VIA SINGAPORE, PENANG, FORMOSA ..... About 11th } Freight and  
COLOMBO, PORT SAID and B. H. W. Snow ..... December } Passage.  
MALTA

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 14th November, 1903. [4]

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR  
SINGAPORE, PENANG, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;  
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.  
\*HAMBURG ..... WEDNESDAY, 25th November.  
\*PRINZ HEINRICH ..... WEDNESDAY, 5th December.  
\*KONIG ALBERT ..... WEDNESDAY, 23rd December.  
\*KTAUSCHOU ..... WEDNESDAY, 6th January, 1904.  
\*SACHSEN ..... WEDNESDAY, 20th January, 1904.  
\*BAYERN ..... WEDNESDAY, 3rd February, 1904.  
\*GERA ..... WEDNESDAY, 17th February, 1904.  
\*SEYDLITZ ..... WEDNESDAY, 2nd March, 1904.  
\*PREUSSEN ..... WEDNESDAY, 16th March, 1904.  
\*ROON ..... WEDNESDAY, 30th March, 1904.  
\*HAMBURG ..... WEDNESDAY, 13th April, 1904.  
\*PRINZ HEINRICH ..... WEDNESDAY, 27th April, 1904.  
Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 25th day of November, 1903, at Noon, the Steamship  
"HAMBURG," of the HAMBURG-AMERIKA LINIE Captain E. Burmeister with  
MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at  
NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 23rd November, Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 24th November, and Parcels  
will be received at the Agency's Office until NOON, on TUESDAY, the 24th November.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.  
Linen can be washed on board.

### NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Hongkong, 13th November, 1903.

AGENTS. [563c]

### CHRISTMAS 1903.

A 5 or 10-Catty Box consti-

tutes one of the most accept-

able XMAS PRESENTS

to those at Home.

Orders reaching us

before NOVEM-

BER 21ST will be

delivered at home

about the 23RD

DECEMBER.



### LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED

FOOCHOW TEA.

PRICES.

Including Freight, Duty and Delivery to any address in the United Kingdom.

Per 10 Catty Box, \$17.50 Per 5 Catty Box, \$10.00. [733c]

### THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in  
close proximity to the Banks and principal business places.  
SPECIALLY REDUCED SUMMER RATES.

For Particulars apply to

THE MANAGER.

### MACAO HOTEL

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT  
commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to  
the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HAND-  
SOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN  
supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and  
comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and  
EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.  
A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.

WM. FARMER,  
Proprietor and Manager.

6410

## Intimations.

"I hear they want more

**Bovril**  
fortifies  
the system.

BOVRIL is  
an extremely palatable  
drink, and a stimulant  
that has no bad after-  
effects. It is also a  
replacer of used-up  
tissue and energy;  
while it enables the  
system to endure  
fatigue and to repel  
disease.

JAPAN COALS.

**THE MITSUI BUSSAN KAISHA**  
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 105 HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu,  
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.  
SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,  
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.  
563c] N. INUZUKA, Manager, Hongkong.

**H. PRICE & CO.**  
WINE MERCHANTS,  
12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at  
a moment's notice.

Contracts made on special terms with  
Caterers, Committees, Messes and Captains of  
Steamers. All Wines, Spirits and Beers supplied  
are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [952c]

**CITRONNADE  
AND  
ORANGEADE.**

EXCELLENT FLAVOURING FOR FISH, GAME,  
PUDDINGS, &c.  
MAKES A MOST REFRESHING DRINK.

SOLE AGENTS:  
**CALDBECK, MACGREGOR & Co.**

15, Queen's Road,  
Hongkong, 12th November, 1903. [22]

**OCCIDENTAL HOTEL**  
(ELGIN ROAD, KOWLOON.)  
CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM.  
DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.  
POOL AND BILLIARDS.  
ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.  
TERMS:—\$4.00 to \$7.00 per day. \$75 to \$120 per month.  
JAS. D. M. CAMERON,  
Manager. [555c]

Hongkong, 22nd August, 1903.

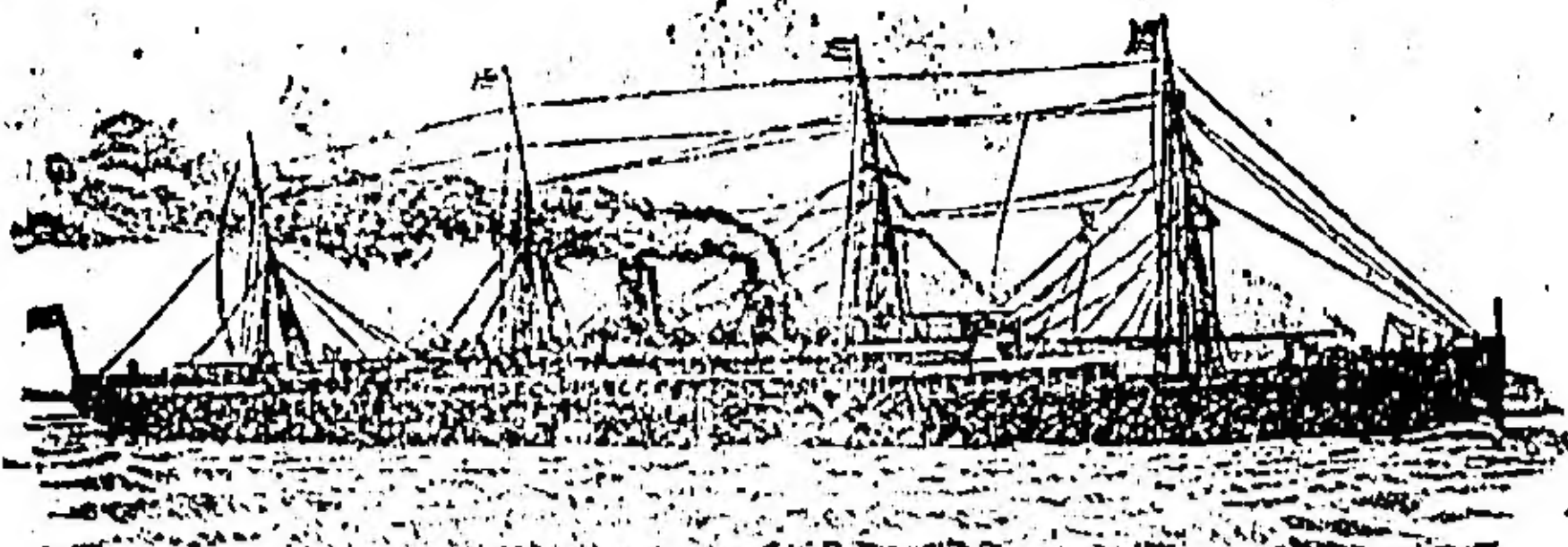
**MARLBOROUGH HOUSE.**  
31, 33, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.  
PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by  
the Day or Month.  
Telegraphic Address: "MARLBOROUGH." Telephone: No. 580.  
Shanghai, 6th June, 1903. Mrs. NAZER. [674c]



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE:

## PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU"	6,307 Gross Tons.	TUESDAY, 24th November, at Noon.
"SIBERIA"	11,281 "	WEDNESDAY, 26th December, at Noon.
"CORFIO"	4,354 "	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	6,307 "	FRIDAY, 18th December, at Noon.
"KOREA"	11,276 "	SATURDAY, 26th December, at Noon.
"GABLO"	4,295 "	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,307 "	SATURDAY, 6th January, at Noon.
"CHINA"	5,060 "	TUESDAY, 19th January, at Noon.
"DORIC"	4,784 "	FRIDAY, 29th January, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.

Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 14th November, 1903. STUART THOMSON, Acting Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION)

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th January.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 10th February.
"TARTAR"	4,425 "	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 9th March.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 30th March.
"ATHENIAN"	3,882 "	WEDNESDAY, 20th April.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG	HAVRE, BREMEN and HAMBURG.	21st Nov.
Siena	(Calling at SINGAPORE and COLOMBO).	
SUEVA	HAVRE and HAMBURG.	1st Dec.
Borch	(Calling at SINGAPORE and PENANG).	
ARAGONIA	HAVRE and HAMBURG.	15th Dec.
Forst	(Calling at SINGAPORE and COLOMBO).	
NURNBERG	HAVRE and HAMBURG.	29th Dec.
Jaburg	(Calling at SINGAPORE and PENANG).	
AMBRIA	HAVRE and HAMBURG.	5th January, 1904.
Duckstein	(Calling at SINGAPORE and COLOMBO).	
NUBIA	NEW YORK	About end of December.
von Hoff	Via Suez.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 4th November, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	A. A. Dixon.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lassus.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
------------------	------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons	Captain T. Hamlin.
-----------------	-----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain H. Branch.
"NANNING"	563 "	C. Butchart.
"FAK HING"	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 7th November, 1903. 1357e

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

904e] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

1339c

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that—

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAX; near the TRAM TERMINUS, Tel. 58.

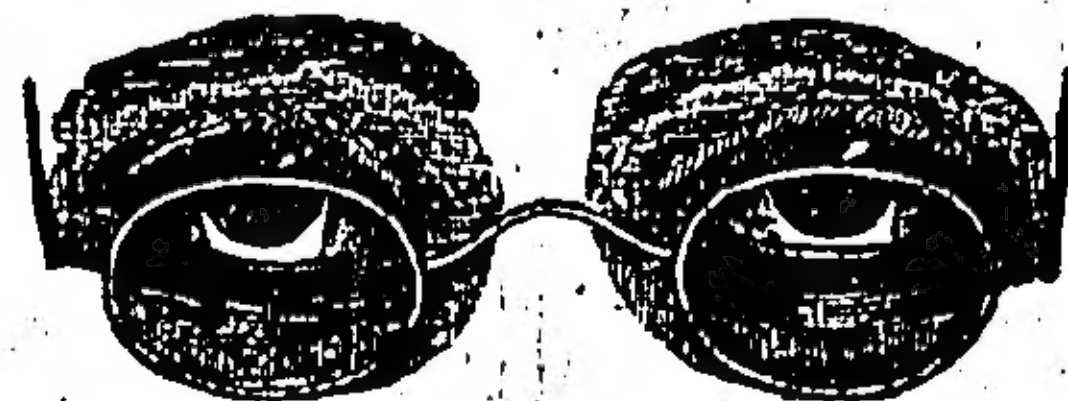
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900

17

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

6e

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 65 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Pontoons are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 503; General, No. 376.

Telegram: "Dock, Yokohama," Jodels A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1573e

## GO TO THE

## KOWLOON HOTEL,

FRANK F. JEWELL,  
Manager.

KOWLOON.

J. W. OSBORNE,  
Proprietor.

## EDWARDS, PIRY &amp; CO., LIMITED.

NOTICE is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING  
of the above Company will be held at No. 1,  
Duddell Street (first floor), on WEDNESDAY,  
the 18th day of November, 1903, at 2.30 o'clock  
in the afternoon, for the purpose of considering  
the position of the Company, when the following  
resolution will be proposed:—

1. That this meeting approves of the pro-  
posed sale of the business of the Company to  
the said Joseph Snowell Plant.

2. That the Company be wound up volun-  
tarily.

3. That Joseph Snowell Plant be and is  
hereby appointed liquidator for the purposes of  
such winding up.

T. EDWARDS,  
S. D. PIRY,

General Managers.

Dated, 13th November, 1903.

1352e

HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-  
ORDINARY GENERAL MEETING  
of HUMPHREYS ESTATE AND FINANCE CO.,  
LIMITED, will be held at the COMPANY'S  
OFFICES, Nos. 38 and 40, Queen's Road Cen-  
tral, Victoria, Hongkong, on WEDNESDAY,  
the 18th day of November, 1903, at NOON, when  
the SUBJOINED RESOLUTIONS which  
were passed at a Meeting held on the 31st  
October, 1903, will be submitted for confirma-  
tion as SPECIAL RESOLUTIONS:—

1. That the Capital of the Company be  
increased from \$1,000,000 (divided into  
100,000 shares of \$10 each) to \$1,500,000  
(divided into 150,000 shares of \$10 each) by  
the creation of 50,000 new shares of \$10  
each to be offered and if accepted to be  
allotted to the present shareholders of the  
Company at par in the ratio and proportion  
of one new share for every two old shares  
in the Company held by the respective  
shareholders thereof, the amount payable  
on each of such new shares respectively to  
be paid at such time or times and in such  
manner as the Company by its General  
Managers may hereafter determine.

2. That Article No. 82 of the Articles  
of Association of the Company be cancel-  
led and the following Article substituted  
therefor:—

"The remuneration of the General  
Managers shall be a sum not exceed-  
ing \$5,000 per annum (which shall  
cover office rent and salaries of Secre-  
tary and other employees) and a com-  
mission of 5 per cent. of the net profits  
of the Company for each year that such  
profits amount to 7 per cent. of the  
Capital of the Company."

Dated this 2nd day of November, 1903.

JOHN D. HUMPHREYS & SON,

General Managers.

1319e]

KEEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903.

169

## MADAM FLINT &amp; CO.

## IMPORTERS OF FRENCH

## MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED

during the Summer Months.

PRICES MODERATE

CONNAUGHT HOTEL: Rooms 4 and 5.

Hongkong, 2nd November, 1903. 13131e

## DEUTSCHE WEINGESSELLSCHAFT

DUHR & CO., COELN.

STOCK ON HAND OF  
AHRLEICHART, a red Ahr Wine at \$18.50  
GRAACHER, Moselle ..... at \$16.50  
LAUBENHEIMER, Hock ..... at \$15.00

All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.

Hongkong, 16th October, 1903. 1259e

## FURTHER REDUCTION

IN

FRESH AUSTRALIAN BUTTER.

Try our Fresh Australia Butter.

We do not put up the butter in prints here  
as many others do, after importing it in lumps.  
We are now offering this article at a very low  
price—80 cents a roll.

Quality will speak for itself.

Special terms to Messrs. Boarding Houses,  
Hotels, and large Consumers.

H. RUTONJEE,

No. 5, D'Aguilar Street,

and

36 and 38, Elgin Road, Kowloon.

Hongkong, 11th November, 1903. 1354e

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions



## SAMSHUI TRADE REPORT.

The following is the report for the year 1902—

1. Local.—The noteworthy events of the year 1902 have been parching drought when water was wanted, endless rain when fair weather was required, destructive floods of unusual height, and typhoons of exceptional violence. There were, in addition, changes in Tariffs increase of old taxes and imposition of new ones, a constant fall in exchange and consequent appreciation of Foreign goods. With such perturbations in the meteorological elements, such unsteadiness in the foundations of trade, the year, from any standpoint, could not possibly be a prosperous one. The autumn Rice crop was almost a total failure, and Sugar Cane, Mulberry Leaves, and Cocoons produced barely one-half of their usual average. The merchants kept on the line of prudent expectation or sought cheaper rates with other institutions than the Foreign Customs; and this it came that the gross value of trade at Samshui is *Hk. Tls.* 400,000 less than in 1901. During July the whole West River Valley from Wuchow to Kongmoon was under water. The Custom House was like an island in the middle of a furious stream; the office was flooded, and the archives had to be removed into large boats, which came to moor in the garden. The dikes broke in several places along the river, and terrible disasters ensued. In August the water receded, leaving a desolate sight of destruction, filth, reptiles, and nondescript articles. In the spring the British Consulate was closed, and the Customs suffered. The news that the Customs had bought land and were going to build up the enterprising Native in motion, and a dozen two-storied brick shops of pretty appearance were erected near the Custom House. In December the railway line was surveyed as far as Samshui city, and it is expected that before two years have elapsed the engine will be whistling under the walls.

2. Revenue.—The collection of Samshui (*Hk. Tls.* 118,445) is *Hk. Tls.* 5,000 above that of 1901, itself in excess of the figures for 1899. It would have been much higher had not the fickle Tariff, constantly changing, come to paralyse trade or divert it to cheaper channels. The delta Native Customs are still competing with the Maritime establishment, with the result that the supply of Cotton Yarn needed for these regions is now imported *via* Chanchuen. The revenue of Samshui, though steadily increasing, cannot become reliable until the uniformity of import duty for the same goods by Foreign or Native vessels, enforced. Kumchuk and Kongmoon suffer from the same causes as Samshui; but Kumchuk, the supplier of the rich and populous Kowloon region, has an increasing Piece Goods trade, and its income (*Hk. Tls.* 30,951) is *Hk. Tls.* 7,600 higher than in 1901. Kongmoon (*Hk. Tls.* 45,100) also exceeds the Revenue of 1901 by nearly *Hk. Tls.* 9,000; but the trade of that place cannot be gauged until a residing Foreign staff takes it in hand. At the end of 1901 three Native Custom Houses came under the control of the Samshui Commissioner—Samshui, Kumchuk, and Kongmoon. Under the old *regime* the duty-paying stations were so overcrowded with unnecessary parasites that the yearly collection (some *Tls.* 40,000) was wholly insufficient to cover their emoluments, and it had to be greatly supplemented by contributions from the Hopo head office. For 1902, instead of a deficit, the collection of the three stations has yielded *Tls.* 70,000, while the expenses have attained only *Tls.* 5,000.

3. Foreign Trade.—(a) Imports.—A large quantity, at least one-fifth, of the goods imported into the southern provinces is not Foreign but Chinese produce from the northern ports, which, owing to its passage through and transshipment at Hongkong, reaches destination labelled as British merchandise. These goods pay an *ad valorem* Duty, and the fluctuations of exchange do not touch them much. But the goods coming from Europe suffer from all the uncertainties of the exchange, and certainly during the year they have, in the delta, been bought in diminished quantity. The deplorable falling off in Cotton Piece Goods recorded in the last Samshui Report has continued during the year with increased force. Kumchuk alone has made a notable advance under this head. Not only were fewer Piece Goods purchased on the Hongkong market, but also a good number of those purchased were imported in junks and paid Duty elsewhere. The Chinese importers go to the cheapest shop, the cheapest carrier, and the cheapest Custom House whenever they can. Cotton Yarn is an article which, whatever its price, cannot well be missed in this region, for thousands of women require it to weave the cloth on the selling of which depends their living. Owing to the enhanced Tariff, these statistics show for the year a decrease of 8,000 piculs, which, it is stated, must have come by way of Chanchuen. Iron is not much in demand in the delta. The smiths use Old Horseshoes, discarded Ships Plates, etc., to manufacture ploughs, spades, and farming tools; and in these tools they do not put more iron than is practically necessary; for instance in a spade, edge alone is made of iron, while the central part, which is not required to cut or scrape, is made of wood. The quantity of Nail-rod and Bar Iron imported during the year—some 12,000 piculs—is, however, a progress over the arrivals in 1901. Among Sundries, Betel-nut comes this way in increased quantity (14,000 piculs), and White and Refined Sugar (20,000 piculs) seem to meet with increasing favour.

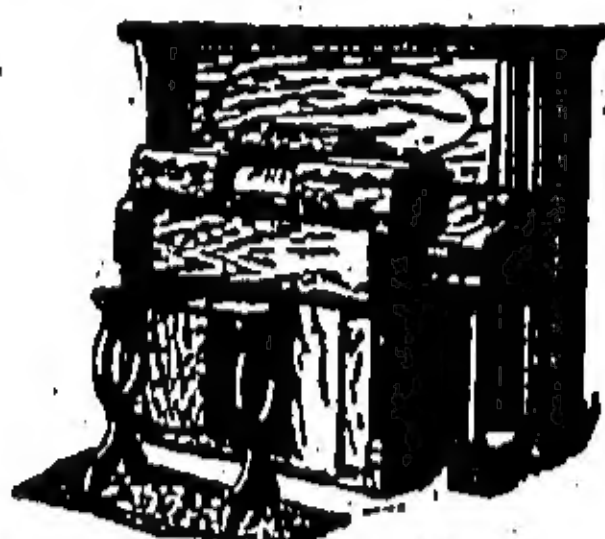
(b) Exports.—The year does not compare favourably with 1901 as regards Exports, always for the same reason of tariff competition. Paper, Shoes, Fire-crackers, and Timber are attracted to Chanchuen by a tariff fully one-half lower than the Maritime Tariff and, as a natural sequence, all these articles show a decrease in these statistics. Straw Bags (600,000 pieces) show, however, an advance of a million pieces over the figures for the preceding year. These Bags, originally from Shantung, used to be taken to Canton and thence exported in junks; but shipping and Customs facilities are so much greater at this port that exporters are more and more abandoning junk transport. Exports from Kumchuk are almost nil, and from Kongmoon, mostly dairy, farm, and garden product. As to Tea, there was a hope in the spring that, with an *ad valorem* Duty, the great masses of low-value Teas produced in the delta, and exported for the exclusive use of Chinese emigrants, were going to pass the Foreign Custom House on their way abroad; instead of being smuggled out of the country in piratical junks; but the subsequent rise in the Tariff, which for these Teas means a Duty ranging from 20 to 200 per cent., killed the hope and sent back would-be Duty payers to their former roundabout ways. The failure of the autumn Rice crop seemed to portend the extinction of the Rice-bird trade for the year; but not only was the presage not realised, but more Birds (30,000 dozens) were exported than in the preceding season (21,000 dozens).

(c) Exports.—No remarks.  
(To be continued.)

## Intimations.

## THE ROBINSON PIANO Co., Ltd.

NOTE.  
ENTIRELY NEW STOCK ARRIVING.  
SPECIALLY AND MOST CAREFULLY CHOSEN BY OUR MR. ROBINSON, NOW IN EUROPE.  
GREAT REDUCTIONS in our present stock of Pianos and Musical Goods.  
Our NEW MUSIC STOCK has arrived.



## THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.  
THREE STYLES:  
PRICE FROM \$450 UP.  
PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.  
Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [415c]  
THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.  
PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS.

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. C.E.,

Manager

Hongkong, 2nd April, 1903.

## Intimations.

THE WORLD OF HONOUR.  
The men who do as they say, the things that prove to be what they were said to be, how cheering it is to come upon them. We all hate to be deceived; especially when the deception is intentional. But all men are not liars, even if David did so in his haste. If they were society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought and sold daily on nothing more solid than the pledged promises of men—not written, merely verbal. The Stock Exchanges are often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective remedy called

WAMPOL'S PREPARATION never deceives any who resort to it in hope of benefit and cure, we may expect to be believed. For this assurance is given on what it has done in the past in countless cases,—on its record. It is only recommended to accomplish what it was made to accomplish. Its action in Chlorosis, Anemia, Scrofula, General Debility, Throat and Lung Troubles, Blood Impurities, etc., is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. One bottle proves its intrinsic value. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumphs of the age. "Watch carefully against imitations." Sold by chemists here and everywhere and A. S. Watson & Co., Limited.

## THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS

NOTICE is hereby given that CARLOWITZ & CO., carrying on business at Victoria, in the Colony of Hongkong, and elsewhere as Merchants, have on the 26th day of June, 1903, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:

1. The Representation of an Anchor.
2. The Representation of a Chinese Boy riding a Bicycle.

The said Trade Mark No. 1 is intended to be used by the Applicants forthwith in respect of the following Goods:—

- Iron and Steel Pig or Cast, Iron Rough, Iron Bar and Rail including Rails for Railways, Iron Bolt and Rod, Iron Sheet and Plate and Armour Plates, Iron Hoop, Lead Pig, Lead Rod, Lead Sheet, Wire, Copper, Zinc and Gold in Ingots in Class 5.
- Sewing Machines, Weighing Machines, Machine Tools and Mining Machinery in Class 6.
- Knives, Forks, Scissors, Shears, Files and Saws in Class 12.
- Anvils, Keys, Basins (Metal), Needles, Hoes, Shovels and Corkscrews in Class 13.
- Plate, Clock Cases and Pencil Cases of Precious Metals (including Aluminium, Nickel, Britannia Metal, &c.), Sheffield and other Plated Goods and Gilt and Ormolu Work in Class 14.
- Window and Plate Glass, Painted Glass, Glass Mosaic and Glass Beads in Class 15.
- Boats, Chain Cables and Rigging in Class 21.

The said Trade Mark No. 2 has been used by the Applicants since the month of October, 1901, in respect of the following Goods:—

- Knives, Forks, Scissors, Shears, Files and Saws in Class 12.
- Anvils, Keys, Basins (Metal), Needles, Hoes, Shovels and Corkscrews in Class 13.
- Plate, Clock Cases and Pencil Cases of Precious Metals (including Aluminium, Nickel, Britannia Metal, &c.), Sheffield and other Plated Goods and Gilt and Ormolu Work in Class 14.
- Cotton Yarn and Sewing Cotton not on Spools or Reels, Sewing Cotton on Spools or Reels in Class 23.
- Cotton Shirtings and Long Cloth in Class 24.
- Cotton Lace, Cotton Braids and Cotton Tapes in Class 25.
- Linen and Hemp Yarn and Thread in Class 26.
- Linen and Hemp Piece Goods in Class 27.
- Linen and Hemp Goods (not included in Classes 26, 27 and 50) in Class 28.
- Jute Yarns and Tissues, and other Articles made of Jute (not included in Class 50) in Class 29.
- Silk, spun, thrown or sewing in Class 30.
- Silk Piece Goods in Class 31.
- Silk Goods (not included in Classes 30 and 31) in Class 32.
- Yarns of Wool, Worsted or Hair, in Class 33.
- Cloths and Stuffs of Wool, Worsted or Hair, in Class 34.
- Woolen and Worsted and Hair Goods (not included in Classes 33 and 34) in Class 35.
- Hats of all kinds, Caps and Bonnets, Hosiery, Gloves, Boots and Shoes, and other ready-made Clothing in Class 38.
- Envelopes, Sealing Wax, Pens, (except Gold Pens) Ink, Playing Cards, Blotting Cases and Copying Presses in Class 39.

Umbrellas, Walking Sticks, Brushes and Combs in Class 50.  
Facsimiles of the said Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Under-Signed.

Dated the 14th day of August, 1903.  
JOHNSTON, STOKES & MASTER,  
Solicitors for the Applicants,  
8, DES VOEUX ROAD CENTRAL,  
HONGKONG.

## THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.  
Hongkong, 19th January, 1904. [1320c]

## Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of CARGO per Steamship

"DORIC."  
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.  
Goods remaining unclaimed after the 20th instant will be subject to rent.  
All Claims must be sent in to me on or before the 23rd instant or they will not be recognized.  
No Fire Insurance has been effected.

J. STAURT THOMSON,  
Acting Agent.  
Hongkong, 13th November, 1903. [1310c]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI,"  
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 9th November, 1903. [1341c]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"  
FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 13th instant will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 10th November, 1903. [1432c]

IMPERIAL GERMAN MAIL LINE,  
NORDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship  
"PRINZ HEINRICH,"  
of the NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th November, will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 18th November, at 9.30 A.M.  
All Claims for damage must be sent in before the 23rd November, or they will not be recognized.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.  
Hongkong, 11th November, 1903. [653c]

## Intimations.

PURE DELICIOUS REFRESHING

may now be had in Cases of

4 Doz. Quarts at \$15.00.

MADEWEN, FRICKEL & CO.,

3, DUDDELL STREET.

1st September, 1903. [650c]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1904. [1394c]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AKI MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	TUESDAY, 17th Nov., at 4 P.M.
TAMBA MARU.....	KOBE and YOKOHAMA.....	FRIDAY, 20th Nov., at Daylight
HIROSHIMA MARU.....	MOJI and/or KOBE & YOKOHAMA.....	FRIDAY, 27th Nov., at Daylight
SADO MARU.....	LONDON, &c.....	SATURDAY, 28th Nov., at Daylight
BOMBAY MARU.....	BOMBAY, &c.....	TUESDAY, 1st December, at Noon.

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 14th November, 1903.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-04.
Shammut.....	9,506	W. M. Smith.....	Nov. 14
Olympia.....	2,837	A. Dixon.....	Nov. 25
Tacoma.....	2,812	M. Ridley.....	Dec. 15
Victoria.....	3,502	J. Truebridge.....	Dec. 19
Trenton.....	9,606	T. W. Garlick.....	Dec. 24
Loyal.....	4,417	G. V. Williams.....	Jan. 21

† Cargo only.

Steamers marked (\*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 28th October, 1903. [874d]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th November, 1903, at 1 P.M., the Company's Steamship "AUSTRALIE," Captain Veron, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Oceanic* bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 16th instant. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 4th November, 1903. [1004c]

## Hotel.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the

MANAGER.  
Hongkong, 23rd October, 1903. [1119d]

## Insurances.

## NEW ZEALAND INSURANCE COMPANY.

FIRE AND MARINE.

ESTABLISHED 1859.

CAPITAL.....£1,000,000.

HAVING been appointed AGENT for the above Company, we are prepared to issue Policies of Insurance at Current Rates.

REISS & CO.,  
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THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO.,  
Agents.

Hongkong, 28th May, 1905. [131c]

## To be Let.

TO LET.



## Intimations.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

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**- - WATERS.**

THE WATER we use is THE PUREST that can be obtained, and is skillfully Filtered on the most scientific principles.

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THE BEST INGREDIENTS only are used.

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**ABSOLUTE**  
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**ENGLISH EXPERTS**  
Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

**A. S. WATSON & Co.,**  
LIMITED,  
ESTABLISHED 1841.

TELEPHONE NO. 155.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
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DRAWING-ROOM,  
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and BED-ROOM  
FURNITURE.  
ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
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COUNTERPANES,  
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KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC**  
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DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.  
Hongkong, 29th August, 1903. [728d]

**CARMICHAEL AND**  
**CLARKE,**  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS, AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. Code, 4th Edition.  
A. 1 Code.

Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

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## The Hongkong Telegraph

HONGKONG, SATURDAY, NOV. 14, 1903.

## INSTRUCTION OF NAVAL OFFICERS.

The new scheme of instruction for officers in the Navy has had its first application in the entry of seventy-five cadets averaging in age between twelve and thirteen years. The Naval College, which takes the place of H.M.S. *Britannia*, is situated in the Isle of Wight, on the grounds which formed part of the Osborne estate in the life of the late Queen. Under this scheme of entry the dividing line between engineer officers and those who do duty on the upper deck disappears, and, thanks to the new regulations, the Engineers in a ship will be executive officers who have specialised in the particular subject of engineering; much the same as under the present order of things executive officers specialise in such subjects as gunnery and torpedo. Recently, the importance of machinery has gained ground with such rapid strides on board H.M. ships-of-war that a knowledge of engineering on the upper deck has, in a great measure, supplanted what in former days was known as seamanship. The Engineer entered into the old line of battleship under a disadvantage. He was at first regarded as a fish out of water and the old type of Naval Officer, backed by the splendid traditions of his forebears, looked with disfavour on the newcomer who, working below hatches and without the years of training and acquaintance with the elements that breeds the seaman, was going to take from him the very life and soul of his ship. It was natural that the newcomer should be looked upon as an intruder under these circumstances and that the seaman, feeling that part of his command was slipping from him, guarded with the strictest jealousy what remained. But this very fear of him was, in itself, a shadow of respect, amply justified by the march of events, so that a newer generation of executive officers sprang up in course of time, more in sympathy with the engineer than, in the face of tradition, he cared to admit. It was at length universally recognised that a hard and fast dividing line between the stoke-hold and upper deck could no longer exist and under the new scheme of entry this line has at last disappeared. The cadets at Osborne will, up to a certain point, be all brought up together, that is to say, they will all start with a similar grounding in their profession, and what is of no small importance, they will have the same sympathies and the same general ideas. At this point they will separate for a time to specialise in the particular branch which they have most aptitude for, only to reunite again on board ship. Thus each department will take a special pride in the particular work allotted to it, while, as regards actual standing, neither can be said to be superior to the other. In future if there is pressure on the upper deck the officer from engine room can lend a helping hand, and conversely if the engine-room is hard pressed, the upper deck can take off its cap and jacket and come down to lend a hand with the oil can below. Though it will be some years before the effects of the new organisation will make themselves felt, the results of the new training will be expectedly watched for by all those interested in the well-being of our Navy.

## LOCAL AND GENERAL.

THE E. & A. S. *Empire* has been docked at Shanghai.  
CH'AN Pui, translator in the Registrar General's office, has been appointed translator to the Land Court.  
It is reported that the steamer *Prism* has been sold, through Messrs. A. Drewell & Co., to Mr. K. Kishimoto, of Osaka.  
If you want fresh film and good film, you can get them at LeMunyon's; they are guaranteed.—*Adv.*  
THE prohibition to export arms, etc., has been extended for a further period of six months from and including the 28th inst.  
THE *National Gazette* bears that the Chinese Government is about to order the adoption of European costumes in the near future.  
SUBJECT to the King's approval, H. E. the Governor has appointed Mr. C. McI. Messer, assistant land officer for the New Territories.

If you want first class developing and printing go to LeMunyon. Also strictly fresh film.—*Adv.*  
His Majesty the King has approved the appointment of Mr. A. W. Brewin, Registrar General, as an official member of the Legislative Council.

BALL firing will be carried out by the 93rd Burma Infantry on Monday, between 9 a.m. and 1 p.m., on ground between Kowloon Pass and Grayscutters' Pass.

THE King has not been advised to exercise his power of disallowance with respect to the Ordinances Nos. 11 of 1902; 11 of 1903; 12 of 1903; and 13 of 1903.

If you want a first class photo of yourself you can get it at LeMunyon's.—*Adv.*

His Excellency the Governor has appointed Dr. R. Gibson to be deputy health officer of the port, for so long as he continues in partnership with Dr. G. P. Jordan, or until further notice, vice Dr. J. H. Swan.

THE *Avenir du Tonkin* reports that on the 7th inst., at Saigon, a young French lady fired four shots from a revolver at a gentleman. No names are mentioned, but it is stated that the victim, who is wounded in the head, is not expected to live.

A LONDON despatch has been received in Tokio stating that thirty-five steamers loaded with Cardiff coal for the Russian Navy in the Far East will leave England within three months of date. Assuming each steamer to carry 5,000 tons we have a total quantity of 175,000 tons.

The following rule was made by H. E. the Governor in Council, on the 11th inst.—No person shall within the limits of the Colony kill or take any fish by means of any explosive whatsoever unless he shall have previously obtained the permission of the Captain Superintendent of Police so to do.

A GENERAL meeting of promoters of the proposed Central Bank of Corea took place at Seoul on the 1st inst. Chin Shu-kun was elected as president. The capital of the bank is to be three million divided into 60,000 shares of yen 50 each. The Imperial Household will subscribe for 50,000 shares and the rest will be offered to the public. When one-fifth of the capital is subscribed, early next month, the authorities intend to authorize the bank to open for business.

It is notified in the *Gazette* that for the purposes of Regulation No. III. in His Majesty's Order in Council of the 11th day of August last made under the Imperial Sugar Convention Act of 1903 (3 Edw. 7), the Colonial Secretary of Hongkong for the time being is the Fiscal Authority for this Colony, and that all certificates of origin relating to sugar to be exported must accordingly be declared before him and must be in the form of which copies can be had on application at the Colonial Secretary's office.

THE volcano of Maunaloa, near Honolulu, continues in a state of eruption. Owing to the inaccessibility of the region, which is at an elevation of 13,000 feet, reports conflict as to whether there is a flow of lava, but agree that the illumination is visibly reflected from the clouds 150 miles away. One report says three streams of lava which started from the crater have merged into one lower down the mountain. An excursion steamer loaded with sightseers has left Honolulu and exploring parties have gone out from Hilo.

We are still doing business at 31, Des Vaux Road. LeMunyon.—*Adv.*

THE Russians give as their reason for the re-occupation of Moukden that the Chinese failed to comply with their demand for the execution of two officials that killed a leader of mounted bandits, who was serving the Russians. The Russian authorities demanded the execution of these officials within five days. Failing compliance they threatened to capture Moukden. The actual reason for the re-occupation of Moukden, however, is believed to be due to Russia's objection to the opening of Moukden and Antung as provided for in the American and Japanese revised Treaties with China.—*Asahi.*

It is reported from Peking that H. E. Li Ching-hsi (nephew of the late Marquis Li Hung-chang), at present Governor of Kweichow province, is going to be appointed Imperial High Commissioner to Kwangsi with full powers to crush the rebellion now going on there. The reason why Governor Li Ching-hsi has been selected for this work, it is stated, is due to the fact that while His Excellency was in Peking about five weeks ago he offered to the Throne to raise two million taels and equip a special force of 20,000 men to restore peace in Kwangsi province. It seems probable therefore that the central Government intends to take Governor Li at his word.

A RECENT controversy between two of our Yokohama contemporaries respecting the generally accepted meaning in the east of "Japanese Girls" was carried to some length, and a deal of light was thrown upon the present prevailing system of the exportation of girls procured from the interior and ports of Japan, to Hongkong, Singapore, and Calcutta. Though some prudery was manifested in the discussion, nevertheless there would seem to be a deal of truth in the statement that wholesale procuring and exporting take place by nearly every boat leaving Japan for the ports above-mentioned. On a boat just arrived from Japan the writer of this saw a number of girls taken ashore at Moji by the police. These had been "stowed away" in the hold by the captain, and were being sent to the police by the Japanese government.—*N. C. D. News.*

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

## PRESENTATION TO H. E. THE GOVERNOR.

## CHINESE GRATITUDE.

An interesting ceremony took place at Government House at noon to-day when the *Kaifong* of Second and Third Streets, in the Western District of the Colony, presented His Excellency the Governor with an embroidered canopy on the eve of his departure from Hongkong.

As is well known, the question of the successful treatment of Chinese plague patients is one that has engaged Sir Henry Blake's considerable attention. Early this year His Excellency undertook to carry out certain experiments in the worst district in the Colony, and was given two blocks in No. 9 District in which to conduct his experiments. The result of his Excellency's efforts to combat the plague in this district has already been published.

Those present at the function to-day were: Sir Henry Blake, Lady Blake, Sir John Keane, A.D.C., Hon. W. Chatham, Hon. Dr. Atkinson, Dr. Pearce, Col. Webb, R.A.M.C., Hon. A. W. Brewin, Registrar General, Inspector Gidley, Messrs. Fung Wa Chun, Lau Chu Pak, Liu Yi, Lau Chiu, Cheng Tai, Mak Hi, Tsang Sang, Mak Chak, Kwok Nam, Cheong Chi, Chan Chun Tam, Chun, Man Ling, Fung Ken, Yuan Shan, Wan, Foon, Mang Yat, Chan Ki, Mak Sui, Chak Cheung, Man Chai, Fung Ken and Wong Wai, and the members of the *kaifong*.

Punctually on the stroke of twelve a characteristic Chinese procession marched through the entrance gates, headed by two boys carrying lanterns on which were characters meaning, "With the greatest respect, we appreciate your Excellency's benevolence," and after passing the main porch of Government House it halted for the representatives of the *kaifong* to alight from their chairs.

After the members of the Committee had been presented to the Governor, Mr. Liu Yi said:—Your Excellency,—"The members of the Committee representing the *kaifong* of Second and Third Streets are met here to-day to crave your Excellency's pleasure to accept a memento of the work which your Excellency, at great personal inconvenience, conducted in the interest and for the protection of the lives of the inhabitants of No. 9 District in this Colony. At the commencement of the annual visitation of plague this year, your Excellency inaugurated the experiments in the treatment of Chinese patients. Those experiments resulted in immense benefit to the people in that locality. The sympathy for the suffering of the poorer citizens of this Colony, so generously manifested by your Excellency, deeply touched them, and moved us, as the representatives of the district which came under your special and benign care, to an expression of our gratitude to you. It was the unprompted desire of every one of us that a souvenir should be subscribed for and presented to your Excellency now that you are so shortly to leave Hongkong at the conclusion of your period of administration here. This souvenir takes the form of a canopy of no intrinsic value, but testifies none the less to the sincere appreciation and thankfulness of those who feel, so sensibly, your Excellency's solicitation for the assuagement of their troubles when beset by the calamitous ills such as befall us with each direful visitation of the dreaded scourge. We beg you, Sir, to accept the memento with our reiterated thanks. With this expression we couple the prayer that both you and Lady Blake may have long years before you to enjoy to the full the blessings of health and prosperity and the reward of His Majesty for the unqualified success of your administration in Hongkong. Like the Chinese, in this Colony, the natives in the new sphere of your sympathetic government will not take long to realize what a loss we suffer by the inestimable gain they attain in your elevation to a higher post in the service of the King in Ceylon."

H. E. the Governor said:—Mr. Liu Yi and members of the Committee of the *kaifong* of Second and Third Streets. I have received from time to time addresses and presentations, but never one that I have received with greater pleasure than this beautiful umbrella which will be a memento of the work that you and I undertook and carried out during last summer—work, the effect of which may be more far reaching than is considered probable at present; for it has shown that it is possible to secure the co-operation of the people in public work as in private business, and such co-operation smooths away difficulties and carries out with pleasant ease precautions that, under other circumstances, are only irritating. I have already spoken to you and thanked you for your assistance, and I take this opportunity of saying how much the district is indebted to the good work done by Dr. Yeung Chuk Hing, of the Tung Wa Hospital, who visited the experimental block twice, and some times three times, each day, and gave medical attendance, where necessary, without fee or reward. I am glad to hear that your influence has spread to the neighbouring districts and that at present High Street and other parts of No. 9 District are working in co-operation with the Sanitary Board. Dr. Pearce informs me that the cleansing operations in No. 9 District are proceeding with three times the rapidity that they are in any other district in the city. This is very satisfactory, and I hope that the system which you have inaugurated will ultimately extend or, in a short time extend, to the whole city, and that I shall hear, when far away from Hongkong, that the Sanitary Board has ceased to be looked upon by the people with fear and trembling, and that the medical officers of health are received, as you receive them, as friends, and that the duties of the sanitary inspectors will be rendered light by the personal supervision of the *kaifong* of the district. When that time comes, I hope and I think that the health of the city will be greatly improved, and you will be proud that you were the first to assist in the inauguration of a

system, the result of which may be the cleansing of the city from this terrible plague with which we have been scourged for the past ten years. I thank you most heartily for this beautiful presentation, and I shall ever remember that you, who have presented it to me, have shown me how easy it is to induce the Chinese people to assist in the operations that are undertaken for their benefit when these operations are explained to them in the beginning. I hope you will convey to the inhabitants of the experimental block, with which I was so closely connected, my high appreciation of the manner in which they met me on that occasion, and the manner in which they carried out the instructions given them by me. I earnestly pray for the health and happiness of you and them, and your freedom from the dangers that, in the future, may possibly threaten this city. (Applause.)

The canopy is a fine specimen of Chinese embroidery, measuring about ten feet in diameter. It is worked in gold thread on crimson silk, and is, according to Chinese custom, a fitting symbolic presentation to a personage holding the high rank of a governor. The design is essentially Chinese, and depicts the usual characteristic emblems of mythical dragons, phoenix, and women on horseback. A prominent feature is the Chinese characters in gold on a green ground (赤保赤仁), meaning "In your goodness of heart you protect the people."

On two long ribbons are inscribed the names of the committee in red letters, and a silver plate sewed on to the ribbon has engraved on it the following inscription:—

To His Excellency  
Sir Henry A. Blake, G.C.M.G.,  
Governor of Hongkong,  
Commander-in-Chief  
and Vice-Admiral of Siam.  
Chan Ki. Kwok Nam.  
Chak Cheung. Fung Kun.  
Mak Sui. Shai Ki.  
Mak Hi. Tsang Sang.  
Mak Chak. Cheong Chi.  
Lau Chiu. Wan Fun.  
Liu Yi. Mang Yat.  
Wang Wai. Chan Chun.  
Tam Chun. Fung Ken.  
Man Ling. Man Chai.  
Cheng Tai.  
Second and Third Street Kaifong.

## CONFLICTING TESTIMONY.

Another serious robbery with violence is reported from Yau Ma Tei, and when the facts were related at the Magistracy this morning there appeared to be a wide difference in the tale told by the witnesses. It was alleged that between eight and nine o'clock on Thursday evening three men hailed a sampan woman plying off the Yau Ma Tei shore and when they got aboard she was directed to pull to a certain junk lying some distance away. This she proceeded to do, but had not got very far on the journey when one of the men seized her and threw her down, another robbed her of jewelry, valued at \$22, and the third man got hold of the oars and commenced pulling the boat back to the shore. The woman alleged that she was thrown overboard, but managed to cling to the stern and shout for assistance. An Indian constable hearing the noise went to the water's edge just in time to see one man spring out of the boat and rush away. He alleges that he got the other two, but the assertion is not corroborated by two sepoys, who stated that, hearing the cries of "save life" coming from the boat, they waded in the water and seized the man who was holding the woman. The other two, they say, sprang overboard, one of whom they caught. The Indian constable asserted that he arrested one man, and the sepoys handed another over to him. The case was adjourned till Monday.

## SOCIETY OF ST. VINCENT DE PAUL.

The annual *fresco fete*, in aid of the funds of the Society of St. Vincent de Paul, will be given to-morrow evening, from 9 to 11, in the grounds of the Roman Catholic Cathedral. The Society is one of the oldest charitable institutions in the world, having been founded in Paris in the 17th century, and the Hongkong branch has done, for many years, much good amongst the aged and poor in the Colony, by distributing gifts of food and clothing. The gathering will doubtless be well attended by the many amongst us who are always willing to aid in a deserving cause. The *fetes* of the Society are always well organised, and the one on Sunday promises to be particularly replete with interest and amusement. Various articles, consisting mostly of needlework and toys, will be offered for sale. Tickets of admission, at \$1 each, entitling the holder to a *souvenir*, can be obtained at the gate on the evening of the *fete*. By kind permission of Major Radcliff and officers, the band of the 93rd Burma Infantry will attend and the evening promises to be a most enjoyable one. The following is the programme:—

March..... "The Turkish Patrol" by Emilio Waldenfel  
Pella..... "Ratour des Clamps" by Emilio Waldenfel  
Selection..... "Flourish" by Leslie Stuart  
Waltz..... "The Gay Parrot" by Carl Kiefer  
Intermission..... "Cavallera Rustica" by Barker  
Waltz..... "The Belle of New York" by Charles Coote  
Selection..... "San Toy" by Sidney Jones  
God save the King.

## FOOTBALL.

There will be a match on Monday H. K. C. C. "A" team v. V. R. C. team. Kick-off at 4.30 p.m. The following will represent the Club:—Goal, A. N. Other; Backs, C. T. Kew (Capt.), B. C. Austen; Forwards, J. M. Forrester, W. T. Caulfield, R. E. H. S. Gaskell, R. E. Forwards, E. J. Davies, W. H. Williams, R. H. Campbell, R. E. L. Chesney, R. E. L. C. Rees.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

## THE RISE IN SILVER.

The most hopeful sign of the times in mining in British Columbia is the fact that silver is rising. For over two years the white metal has been depressed. Prices were low and there seemed no reason to expect a revival. The production seemed to be altogether too great for the demand, and, curiously enough, the production continued even in the face of a falling market. This, of course, was explained by the fact that silver is produced in great quantities as a by-product in many mines that are never counted as silver mines. The Lake Superior mines, for instance, produce about 50 cents of silver to the ton, and the Montana properties, which were first opened up as silver properties, still produce considerable quantities of that metal. In fact, this is the case with almost all the copper and copper-gold properties in both North and South America, and consequently the market price of silver never has the same effect on that metal as the price of other metals have on their production, or even as much effect on silver itself as the price of some other metals might.

The recent rise in silver itself cannot, says a Vancouver exchange, be accounted for by the fact of a smaller production, because the production is not smaller, but larger, than it was two years ago, when the price took such an apparently unwarranted slump. But on the other hand the demand is undoubtedly greater, as the figures of the United States exceeded the exports by \$229,021, something that has not occurred for years previous. This simply means that the United States, instead of being the heaviest exporter of silver to the great silver-using countries, China, Japan and India, is an importer of silver herself. This leaves Mexico and South America as practically the only countries in the market selling silver, as nearly all other parts of the world consume what they produce except Australia, and her production is hardly sufficient to have any important bearing on the markets of the world. This being the case, and coupled with the fact that India, which has been off the market for over two years, is again a purchaser, while China has quit dumping silver and is again buying, the rise is natural.

The sensational rapidity of the rise during the past thirty days, however, cannot be ascribed altogether to natural causes. There is undoubtedly manipulation and lots of it. It will be remembered by those who have followed silver that when the white metal was at its lowest, last January and February, the Gugeheim Whitney syndicate, as it is called, went into Mexico and Arizona and bought silver mines to the extent of some \$60,000,000, which along with their already large holdings, made them the largest silver owners in America, either North or South. Shortly after this the rise commenced and it has continued ever since. Such publications as the *Mining and Scientific Press* and the *Engineering and Mining Journal* claim that a large part of the rise is due to the manipulation of this syndicate, which is closely allied with the American Smelter Trust.

## MORE WRECKAGE.

## NEAR HONGKONG.

Another tale of the sufferings of native crews during the severe storms recently experienced in the China Sea, is brought to Hongkong by the s.s. *Hupah* which arrived from Cebu and Hilo this morning. Captain H. Mahis reports that after he left Hongkong on the 25th ult. and had proceeded about 40 miles to the south, south-east of the port he saw a wrecked junk drifting about with three Chinese on board. The steamer slowed down, but before the men could be rescued two of them were drowned, and the third was taken on deck in a very exhausted condition.

## AN OFFER OF VICEROY TSEN CHUN-HSUEN.

A dispatch received by a Chinese official at Shanghai from Canton states that Viceroy Tsen a few days ago telegraphed to the Throne declaring that as Manchuria was the cradle of the present dynasty and race, it should be the duty of all the Emperor's subjects to fight to the death for the integrity of the Three Eastern Provinces (Fengtien, Kirin, and Heilungchiang) and free them from the encroachments of the Russians. He (Viceroy Tsen) therefore gladly volunteers to lead the Imperial armies now under his command against the Russians. In reply to the Viceroy's offer of services, which, by the way, was sent on the 1st inst., the Emperor commends His Excellency's patriotism and loyalty to the Throne, but commands him to remain for the present in the Two Kwang, where his efforts at restoring order in Kwang are deeply appreciated by his Majesties. The Emperor, however, goes on to assure His Excellency that in the event of war being declared his loyal offer will not be forgotten and that special commands will be forwarded to Canton.

## SHIPPING AND MAILS.

MAILS DUE.  
Tacoma (*Olympia*) 16th inst.  
French (*Armand Behre*) 16th inst.  
Indian (*Aradon Ahar*) 16th inst.  
American (*Siberia*) 20th inst.  
Australian (*Eastern*) 20th inst.  
Indian (*Laitum*) 23rd inst.  
Canadian (*Empress of Japan*) 24th inst.  
Tacoma (*Tacoma*) 4th prox.  
French (*Australien*) 8th prox.  
The M. M. Co.'s s.s. *Australien* left Shanghai on 14th inst. at 5 a.m. and is expected to arrive here on Monday a.m.  
The M. M. Co.'s s.s. *Armand Behre* with next French Mail left Saigon to-day, and is expected here on Tuesday at daylight.  
The P. & O. S. Co.'s s.s. *America* leaves with mail, etc., for San Francisco for this port via Honolulu, Yokohama, Iland Sea, Kobe, Nagasaki and Shanghai, on 16th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.



## TELEGRAMS.

(Routin.)

## The King and Queen of Italy's Visit to England.

LONDON, 12th November.  
It is officially announced that the King and Queen of Italy will arrive at Portsmouth on the 17th instant on board the Royal Yacht *Victoria and Albert* escorted from Cherbourg by a British squadron.

## The Macedonian Atrocities.

Seven hundred and eighty men of the Frizend Battalion have been tried at Salonika for atrocities in the Vilayet of Adrianople; seventy-five were acquitted and the remainder banished to Yemen.

LATER.

## France—Church and State.

Mr. Combes, speaking in the Senate, said that in the course of the session the Government would introduce a Bill prohibiting members of congregations to engage in education of any form; the Government had deferred applying the prohibition to the ordinary clergy pending the decision on the question of the separation of Church and State which would probably come before Parliament in 1904. The Government was determined to end the present situation which disturbed the moral tranquility of the country. The speech has made a great sensation.

(Manila Cablenews.)

## Bulgarian Conspiracy.

Vienna, 10th November.  
Several Bulgarian officers have been arrested in Sofia, Bulgaria, for plotting against the throne of Prince Ferdinand.

## Gold Coinage in Panama.

Colon, 10th November.  
The new republic of Panama, which had been formed, or rather is now being formed out of the Department of Panama, of the State of Colombia, is to be on a gold basis from its start. The leaders of the revolution who will be the heads of the new government, announced this to-day. From its initiation the republic will guard against the evils of other South and Central American republics which suffer from a debased coinage.

## Empress Dowager to Leave Peking.

Peking, 9th November.  
The Dowager Empress is making speedy preparations to leave here. The difficulties in which the Empire has become involved have seriously unsettled her mind, and fearful of safety, she will attempt to elude those who see chaos in her undignified flight. Trouble is momentarily expected and great excitement prevails.

## U.S. Transport "Sheridan."

Honolulu, 9th November.  
The transport *Sheridan* has arrived here from San Francisco, all well on board.

## U.S. Senator Dead.

Philadelphia, 9th November.  
Senator Stephen B. Elkins is dead. Elkins has long been a power in the politics of Pennsylvania and exercised considerable influence in the United States Senate.

## Candidates for the Speakership in U.S.A.

Washington, 8th November.  
The republican caucus has agreed upon the Honorable Joseph Cannon of Illinois as the party candidate for speaker of the House of Representatives.

The Democratic caucus has agreed upon Representative Williams of Mississippi.

## (Japanese Exchanges.)

## Russia Apologizes for the Hagiwara Incident.

Seoul, 4th November.  
The Russian authorities have apologized to Mr. Hagiwara; but Russian soldiers continue to instigate the mounted bandits in the neighbourhood of Ryong-an to commit outrages on the junkmen who carry Japanese. The Russian ships at the place fire guns at random every night and a strict watch is still kept on Japanese. It is believed here that the Japanese authorities will not be satisfied with a nominal apology.

## (Osaka Mainichi.)

## War Still Possible.

LONDON, 4th November.  
The reports from Russia regarding the situation in the Far East are again of a bellicose description.  
All passports for officers in the Reserves have been interdicted.  
Three additional Regiments for service in Manchuria are being formed.

## Reported French Intervention.

LONDON, 2nd November.  
The *Gaulois* (Paris), in the course of an article on the visit of Count Lamsdorff to Paris, and the meeting between the Russian Foreign Minister and M. Delcassé, attributes to the French Government an intention to unite with Russia in bringing pressure to bear upon Japan to conform to Russian requirements.  
The *Gaulois* adds that the French Minister to Tokio has been instructed accordingly.

THE *Daily World's* London correspondent says: The projected scheme for the construction of a new admiralty graving dock at Esquimalt, if carried out, will be a great boon, not only to Pacific station but to the Chinese station, where so many immense first-class battleships and cruisers are stationed. The flagship *Grafton* could scarce scrape through the entrance of the existing dock and would only have a foot or two of water below her on the sill, whilst first-class cruisers of the *Spartan* and *County* class could not enter at all. The 65 feet entrance of the dock limits its occupants to 3,000 tons cruisers.

## THE "EMPRESS"—"KWANG TAI" COLLISION.

PROCEEDINGS IN ADMIRALTY.

Shanghai, 7th November.  
Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander Moore, J.N., J.M.S. Sirus, Naval Assessor.  
The Imperial Chinese Government, the owners of the cruiser *Kwang Tai* v. the owners of the steamer *Empress* of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

(Lieut. Chang's examination in chief continued)—I went from the bridge in a few minutes to the deck to inspect the damage done by the collision. On the port side I saw a gig and a cutter damaged and a gun on the port-quarter swung round, the muzzle pointing forward. The gun carriage was broken. This was a 40-pounder gun. The muzzle would ordinarily project more than a foot from the side of the ship. There was no other damage there, but below the waterline the water was pouring into the ship; but I cannot exactly locate from where. Before the collision, while I was on the bridge, I did not lose my presence of mind. I did not feel anxious even, because I thought the overtaking ship would keep out of the way.

Mr. Sharp remarked that defendants did not suggest the cruiser's officers lost their presence of mind on account of the *Empress* behind them, but on account of a junk in front of them.

Witness—I saw a small light as of a junk on our port side. Junks usually carry a common glass lamp, giving a light visible with the naked eye on a night like this at about two miles' distance. We use telescopes on our ship and have them on the bridge and use them from time to time. I scanned the horizon several times and saw this junk, but it was not in the way and I did not lose my presence of mind. It looked as though the *Empress* would pass the cruiser very close, but the Captain gave no orders to give any particular signals to her. From my experience in the navy I considered a safe distance for a steamer to pass another ship would be a mile.

Mr. Sharp—I should think to pass a Chinese man-of-war that would be perhaps a safe distance.

Mr. White-Cooper put in tracings of the original plans of the *Quangtai*, sent down from Foochow.

Witness—The ram of the *Quangtai* projects 13 feet from the bow. The *Quangtai* takes about six minutes to swing round in a complete circle when going at full speed. The diameter of the circle would be about 700 yards, and the circumference more than 2,000 yards. That would be with the helm hard over. The figures are those which have been told to me; I have only been two months on board and have not tried by myself.

His Lordship asked if any witness would be called to state that turning trials had been made on the ship.

Mr. White-Cooper feared not since the Captain was drowned.

His Lordship remarked that it was quite evident witness did not know how long it would take to swing round.

Witness—I had been to Hongkong and back, once on the *Quangtai*, but had not been on any naval manoeuvres with her.

His Lordship thought it right to intimate the impression made on the expert minds of the Assessors and suggested that it was not worth while to continue this line of evidence. Mr. White-Cooper was, he said, really cross-examining his own witness.

Witness—Our bowsprit is 20 feet long. I left the *Quangtai* after the collision at 1.30 a.m. in one of the *Empress's* boats. The *Empress* was then lying about a mile off. The effect of the collision was not to take the way off the *Quangtai*, which drifted, however, some distance, though I do not know which way. I saw the *Quangtai* sink, stem first. After the collision occurred, but not until just before the *Quangtai* sank, I saw some junks. These came very nearly up to the *Quangtai*. The junk I saw before the collision was about two or three miles off.

Wong-toon, (cautioned): I am employed in the Foochow Arsenal. I was the student of the designer of the *Quangtai* when she was built. The original plans are at the Arsenal. The tracings produced are correct. They were not made by me.

Lieut. Chang, recalled and cross-examined by Mr. Sharp: I was assistant navigating lieutenant of the *Quangtai*. On this particular night the Captain was himself navigating the ship during the whole of my watch. From 11 p.m. onwards the Captain did not leave the bridge; all the orders as to navigation were given by him. I myself first observed the *Empress* at 11 p.m. but others on the cruiser had seen the lights earlier. I was told the light was astern before I looked round and saw it. When I saw the light it was dead astern; there were two masthead lights visible. A little later I saw also the two side lights. The *Empress* was as nearly as I could tell, in a line with us. Every time I looked round I still saw the two side lights astern. I saw them about five minutes before the collision. Between that time and the collision I did not look round again. It was quite correct that five minutes before the collision the *Empress* was dead behind, was overtaking us quickly, but that I did not take the trouble to look round again. At 11.15 the first report was received from the lookout at the stern. The ships were then about six or seven miles apart. The Captain gave the order that the *Quangtai* was to keep her course. The quartermaster would not have changed his course if this order had not been given. No measures were taken by the *Quangtai* to avoid the collision, except to keep her course. I know the duties of an overtaken ship. I consider it the right thing for an overtaken ship, when another is right behind simply to keep her course.

## Mr. Sharp—Then I think you will have much to learn before you leave this Court.

Witness put the models in the positions he considered the ships occupied before the collision and then moved them through the stages of the collision. In answer to further question he said: The bows of the two ships swung apart before the bow of the *Empress* got up as far as the *Quangtai's* bridge. I did not see the bow myself; I only saw the light on it, when the bows were swinging apart. It was the two aft boats of the *Quangtai* that were carried away. Our foretop had already been taken down on account of a typhoon. At no stage whatever of the collision did the bows of the two vessels come together. Our bowsprit never struck the bow of the *Empress* nor did our port bow strike the starboard bow of the *Empress*. The course of the *Quangtai* had not been changed before the collision in order to avoid a junk. The course of the *Quangtai* had not been changed on account of a junk the whole time I was on the watch. Just after passing Lamock Island we saw a large steamer pass us on our port. Her lights were visible on our port bow the whole time, but she was a long way off. Our course W.S.W. was subject to a 5° deviation. We have a deviation table in the compass box. The deviation table was tested for this particular voyage and was 5° W. I do not know whether the hole made in our port quarter was large or not. It took an hour and three-quarters for the ship to sink. When the water began to pour in the Commander gave orders to have the pumps worked. I suggested putting a sail over the hole, but this was not done. There ought to be proper collision mats on board, but I had only been on board two months and did not know whether there were any or not. I made the entries in the log for my watch. The times of the changes of courses were entered in the log in the "remarks" column, and only the actual course being made was entered in course column each hour. The entries I made in the course column were correct. According to the book the course at 9 p.m. was W.S.W., at 10 p.m. it was also W.S.W. In the remarks column was an entry that at 9.30 p.m. the course was altered to S.W. by W. 78 W. magnetic. No notice was taken of that alteration in the course column. At 10 p.m. the actual course was W.S.W. again but there was no entry in the log to show how it got back there. Sometimes the intermediate changes were not entered. I do not know whose notation was used in recording the weather in the log. "C" means "cloudy, mist." During the whole of my watch on this night the weather letter is "M," which means mist. In spite of that we saw the *Empress* about eight or nine miles away and saw the stars sometimes. The moon rose after the collision occurred. It was a clear night generally, but there was a slight, cloudy mist about. The vessel was seen at the distance named by the aid of glasses. The night was dark, the wind S.W., with a force of 2, according to the log.

Mr. Sharp—I put it to you that the night was as nearly as possible calm and that what wind there was, was E?

Witness—No, it was S.W.

Mr. Sharp—In your preliminary act you say that the wind was blowing on the port bow?

Witness—Yes.

Mr. Sharp—Supposing the wind was very light from the East and you were travelling W.S.W. you would make a considerable wind yourselves?

Witness—Yes.

Mr. Sharp—Would not the effect in those circumstances be that the wind would be on your port side?

(To be continued.)

## THE BANGKOK FREIGHT WAR.

The freight war between the North German Lloyd and the Rickmers line of steamers is at last at an end, the larger company having bought up the five vessels belonging to its rival. This is a repetition of a similar struggle with the Scottish Oriental S.S. Co. The era of cheap freights and passenger rates is now over, though it is well known that both sides have suffered severely by the protracted competition. It is stated the German line must have lost about £50,000 in obtaining the victory. The Chinese colonies were the biggest gainers by the struggle and they will soon find that the cost of a trip from Hongkong to Bangkok has increased considerably. Formerly, they paid less for making the journey than they would have for living on shore during the same space of time. It is also more probable that freights between the two ports will augment considerably, as the N. D. L. has now nearly all the carrying trade in its hands.

## COMMERCIAL.

RAUBS.

OCTOBER-NOVEMBER CRUSHING.  
A telegram received in the Colony to-day gives the result of the last crushing as 750 ounces gold from 3,000 tons ore.

## WEEKLY SHARE REPORT.

In their report, dated 13th inst., Messrs. Benjamin, Kelly and Potts state:—

During the period under notice business has again been very limited and the only noteworthy movement in the local market has been a rise, owing to the fall in exchange, in the value of Hongkong and Shanghai Banks.

The Hongkong Steam Waterboat Company, Limited, has advertised its third ordinary annual meeting of shareholders for the 24th November. The transfer books will be closed from the 19th to 24th instant, both days inclusive.

Banks—Hongkong and Shanghai Banks have continued to advance and close in

demand at \$64½. The London rate rose to 265 during the earlier part of the week but has since receded to 263. Nationals have improved to \$29.

Marine Insurances.—China Traders have been placed at \$60 at which rate more shares are required for. All other stocks are quiet at quotations.

Fire Insurances.—Hongkong Fires are on offer at \$320. China Fires are also dull and without business at \$90.

Shipping.—Further transactions in Hongkong, Canton and Macao Steamboats at \$31½ have to be recorded. Indo-Chinas have still further fallen and are in the market at \$73. China and Manilas are obtainable at \$19. Douglas Steamships are steady at \$31. There are buyers of Star Ferries (old issue) at \$26, and the new shares can be procured at \$16. Shell Transports are still asked for at 18½. Taku Tugs have inquiries at Tls. 36. Shanghai Tugs are unchanged.

Refineries.—China Sugars have improved to \$97 with no business to report. Luzons are neglected at \$10.

Mining.—Punjoms have been sold at \$14 Charbonnages are offering at \$600. Raubs remain unchanged at \$8. Chinese Engineerings are out of favour at Tls. 6.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have further strengthened their position, and shares can be placed at \$203, but until higher prices are offered we do not expect to see many shares changing hands. Earhamas, after touching Tls. 126, have receded to Tls. 120, at which rate sales have been effected. Kowloon Wharfs have found buyers at \$86. Hongkew Wharfs have dropped to Tls. 215, and are obtainable at the rate. New Amoy Docks are on offer at \$38.

Lands, Hotels and Buildings.—Hongkong Lands have been improved at \$152. Shanghai Lands are in request at the advanced rate of Tls. 101. Hongkong Hotels are still offering at \$147. Business has again been done in Humphreys Estate at \$103, and China Providents are wanted at \$9.

Cotton Mills.—No change to report. Cigar Companies.—Sumatras have been sold at Tls. 50.

Miscellaneous.—Green Island Cements have changed hands at \$22½, and are in further request. A. S. Watsons have been booked at \$14½, and Electrics continue in request at \$12 (old), and \$6½ (new). Hongkong Steam Waterboats have again been dealt in at \$154. Dairy Farms can be placed at \$13½. According to the report just published, the net profit for the year ending 31st July, 1903, (including \$2,692.68 brought forward from last account) amounts to \$17,529.90 from which it is proposed to pay a dividend of \$1.25 per share, absorbing \$12,500; to transfer to reserve \$2,000; and carry forward \$3,029.90. Hall and Holz keep steady at \$34. The Company has declared an interim dividend of \$2 per share payable in Shanghai on the 16th instant. Transactions in Langkats are reported at Tls. 280, Tls. 285 and Tls. 282½.

## HEMP AND SUGAR.

Writing under date, Manila, 31st ult., Messrs. Warner, Barnes & Co. state:—

Hemp.—Market has been well maintained, and during the last few days has advanced owing to increased activity in U.K. U.S. has not acted in sympathy and prices there are below the sterling parity. Dealers have continued disposing of arrivals and some contracts for future delivery have also been affected. We confirm the estimate of receipts for the year in our last issue. We quote Fair Current with buyers at \$19.50 per picul, equal at exchange 1/10 to £3.14, 0 per ton f.o.b. Inspection of parcels now arriving show a marked deterioration in quality.

Sugar.—Manila.—Nominal, nothing offering. Tsal: No crop.

Iloilo: Shipments to China and Japan have reduced the existing stocks to about 3,000 tons. Dealers will not name a price for new crop sugar, but we think that business would be probable at say \$5 per picul basis usual assorted, equal at exchange 1/10 to £3.30 per ton f.o.b.

## TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	95/16
" Bank Bills, on demand	199
" Credits, 4 months' sight	199
" D'ments 4 months' sight	199
ON BERLIN, (demand)	M.1.82
ON PARIS, Bank Bills, on demand	2.24
" Credits, 4 months' sight	2.27
ON NEW YORK, Bank Bills, on demand	431
" Credits, 30 days' sight	431
ON BOMBAY, Telegraphic Transfer	132
" On demand	132
ON SHANGHAI, Telegraphic Transfer	712
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	864
Sovereigns, Bank's Buying Rate	\$11.38
Gold Leaf 1000, per tael	\$8.90
Rar Silver	261

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—	Per cent
MAIWA NEW	900/930
" LAST YEAR	960/1,040
" OLDEST	1,080/1,120
PATNA NEW	1,132
BENARES NEW	1,130
PERSIAN (PAPER)	780/850

## To-day's Advertisement.

WANTED.

By a firm of Shipchangers, an ASSISTANT to run the Harbor, Engineer preferred. Good salary to a capable man. Address: CHANDLER, C/o Hongkong Telegraph, Hongkong, 14th November, 1903. [1366]

## To-day's Advertisements.

## GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army, Pay Department, until 11 A.M., on WEDNESDAY, the 18th November, 1903.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in sealed covers, addressed to the Chief Paymaster, Army, Pay Department, and endorsed "Tenders for Government Bills".

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

GEO. H. FERRIER, Colonel, A.P.D., H.M. Treasury Chest Officer.

His Majesty's Treasury Office, Fletcher Street, Hongkong, 14th November, 1903. [13700]

"SHIRE" LINE OF STEAMSHIP COMPANY.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"FLINTSHIRE," Captain J. M. Haffner, will be despatched for the above Ports, TO-MORROW, the 15th instant, at Daylight.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents, Hongkong, 14th November, 1903. [13636]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR," Captain J. G. Olfert, will be despatched for the above Ports, on WEDNESDAY, the 18th inst, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents, Hongkong, 14th November, 1903. [13406]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COL-OMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"NIPPON," Captain Klausberger, will be despatched for the above Ports, on THURSDAY, the 19th instant, at Noon.

For Information as to Passage and Freight apply to SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, 14th November, 1903. [12346]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"ATHOLL," Captain Watt, will be despatched for the above Ports, on WEDNESDAY, the 2nd December, at Noon.

For Freight, apply at the Company's Offices, No. 20, Des Vaux Road.

J. S. VAN BUREN, Superintendent, Hongkong, 14th November, 1903. [1366]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFARG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 21st instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW, Hongkong, 14th November, 1903. [12636]

NOTICE TO CONSIGNEES.

FROM LONDON, ANTWERP, AND STRAITS.

THE Steamship

"FLINTSHIRE," Captain J. M. Haffner, having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims for damage must be sent in before the 27th instant, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents, Hongkong, 14th November, 1903. [12636]

## To-day's Advertisements.

ALFRESCO FETE

In aid of the funds of the SOCIETY OF ST. VINCENT DE PAUL, to be held in the Compound of the ROMAN CATHOLIC CATHEDRAL, TO-MORROW, SUNDAY EVENING, 15th instant, from 9 to 11 P.M.

Admittance Ticket ..... \$1 the holder of which is entitled to a Souvenir on its presentation at the "SOUVENIR PAVILION" on the night of the FETE ONLY. Tickets may be obtained at the Gate. Hongkong, 14th November, 1903.

## FROZEN FOOD.

DEPOT No. 3, ICE HOUSE STREET.

FRESH SUPPLY OF FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co's S.S. "CHANGSHA," including MUTTON, LAMB, PORK, SUGAR, INGERS, HARES, ROBBIES, TURKEYS, PORK SAUSAGES, MILK (condensed), FRESH BUTTER (1 lb pats), CHEESE, BACON, and HAM.

Pass Books will be supplied to, and Accounts kept with, well-known residents. Price Lists on application.

LAU KUE TONG, Manager, The Hongkong Frozen Food Supply, Hongkong, 14th November, 1903. [13658]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG," Captain Evans, will be despatched for the above Port, on TUESDAY, the 17th instant, at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS, LARPAK & Co.,



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.  
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"PROMETHEUS"	On 17th November.
GLASGOW AND LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW AND LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW AND LIVERPOOL	"VANGTSE"	On 12th December.
GLASGOW AND LIVERPOOL	S.S. "PROMETHEUS"	left Singapore 10th inst. p.m. and is due here 17th inst.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"NINGCHOW"	On 20th November.
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, L'POOL & ANTWERP	"HYSON"	On 8th December.
*LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, L'POOL & ANTWERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'POOL & ANTWERP	"DARDANUS"	On 5th January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE AND YOKOHAMA.	"PELEUS"	On 30th November.
S.S. "DEUCALION" left Victoria, B.C., 28th Oct. for Yokohama, Kobe and Hongkong.		

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th November, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWILIN"	16th November, at 5 P.M.
KOBE	"CHANGSHA"	16th "
AMOI and MANILA	"WUHAN"	17th "
MANILA	"TSINAN"	17th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	17th "
MANILA	"KAIFONG"	18th "
CEBU and ILOILO	"HUPEH"	19th "
SHANGHAI	"WHAMPOA"	20th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 13th November, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 21st Nov., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 28th Nov., at 10 A.M.
PERLA	1980	J. McGinty	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 14th November, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.FOR  
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	2,899	A. E. Hollingsworth	Nov. 14, 1903.
"INDRASAMHA"	2,197	W. E. Craven	Dec. 14, "
"INDRAVELLI"	2,899	R. P. Craven	Jan. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

1266c

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 18th Nov.
FOR FOCHOH	"ANPING MARU"	J. Poto	SUNDAY, 22nd Nov.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 22nd Nov.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	FRIDAY, 27th Nov.

\* VIA SWATOW AND AMOI.

The Company's new steamers are specially designed for the coast trade of South China  
and Formosa, and are fitted with all modern improvements. Excellent accommodation is  
provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the  
Government Marine Surveys, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at  
Tamsui to land all passengers and cargo.

By the Co.'s steamships for Shanghai, through Bills of Lading issued for Cargo to Yangtze  
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's  
steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, a  
No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 14th November, 1903.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th July, 1903. [304c]

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw  
Steamer

"KWONG CHOW"

1,474 Tons, Captain Walker, leaves HONG-  
KONG for CANTON at 8.30 P.M. on SUNDAYS,  
TUESDAYS and THURSDAYS, returning  
to Hongkong the following days leaving  
CANTON at 5 P.M. Unexcelled Accommoda-  
tion for First Class Passengers. Ship lighted  
throughout by Electricity.

Passage Fare, \$4 Single Journey.  
Meals \$1 each.

The Company's Wharf is West of the Hong-  
kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.  
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [322c]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain SAMUEL B. SMITH.

DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M.; on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including  
cabin and servant), \$3; Return Ticket, \$5.  
2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including Tiffin and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok  
Street.

The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1073c]

FOR KOBE, NAGASAKI AND  
WLAIDWOSTOCK.

THE Steamship

"KOWLOON"

Captain Stehr, will be despatched for the  
above Ports, on MONDAY, the 16th instant,  
at 5 P.M.

For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 10th November, 1903. [1340c]

## TOYO KISEN KAISHA

## MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.  
Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

## Steamship.

## Captain.

## Tons.

## Sailing Date.

ROHILLA MARU

Ernest Bent

3,860

FRIDAY, 20th November, at 11 A.M.

ROSETTA MARU

H. S. Smith

3,876

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House  
Street.

Hongkong, 13th November, 1903.

## Intimations.

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

## THERAPION NO. 1

## THERAPION NO. 2

## THERAPION NO. 3

## THERAPION

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REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

1903. About

"ORO".....19th Nov.

"ORONO".....1st Dec.

"LOWTHER CASTLE".....12th Dec.

"SIKH".....22nd Dec.

For Freight and further Information, apply  
toDODWELL & CO., LIMITED,  
Agents.

Hongkong, 12th November, 1903. [1399c]

FOR CHEMULPO, DALNY AND PORT  
ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"SULLBERG"

Captain Meyer, will be despatched for the  
above Ports on SUNDAY, the 22nd November,  
at Daylight.

For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 11th November, 1903. [1348c]

THE AMERICAN ASIATIC STEAM-  
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW  
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON"

Captain W. T. Bain, will be despatched as  
above on WEDNESDAY, the 25th November.

For Freight, &c., apply to  
SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 13th November, 1903. [1284c]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the  
Military Authorities that GUNPRACTICE  
will be carried out from the undermentioned  
Batteries, and on the dates as specified  
opposite—

Sonecutters West in a South-Westerly direc-  
tion at a range of about 2,000 yards,  
on the 20th November, 1903.

Lyemum (Sywan) at a range of about 4,000  
yards to the North of Futau Chau  
and 4,800 yards along the Western  
shore of Junk Bay, on the 21st Novem-  
ber, 1903.

Practice will commence at about 9 A.M.  
daily, and end about 11 A.M. daily, if the range  
is clear.

If the weather is unfavourable on any of the  
above dates, practice will be carried out on the  
23rd instant.

By Command, F. H. MAY,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 12th November, 1903. [1357c]

REGULAR SERVICE  
BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.

## Steamship.

## Captain.

## Tons.

## Sailing Date.

ROHILLA MARU

Ernest Bent

3,860

FRIDAY, 20th November, at 11 A.M.

ROSETTA MARU

H. S. Smith

3,876

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House  
Street.

Hongkong, 13th November, 1903.

## Intimations.

## NOTICE.

THE BEST PREVENTIVE OF ALL  
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## Shipping—Steamers.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC"

Captain Flandin, will be despatched for the  
above Ports on MONDAY, the 16th instant.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 10th November, 1903. [1347c]



## Shipping.

## Arrivals.

Nippon Maru, Jap. s.s., 3,437, Greene, 13th Nov.—San Francisco 15th Oct., Honolulu 22nd, Yokohama 5th Nov., Kobe 6th, Nagasaki 8th, and Shanghai 11th, Mails and Gen.—P. M. S. S. Co.  
 Achilles, Br. s.s., 4,480, Williams, 13th Nov.—Singapore 7th Nov., Gen.—B. & S.  
 Ningchow, Br. s.s., 4,866, Riley, 13th Nov.—Tacoma 10th Oct., and Moji 9th Nov., Gen.—B. & S.  
 Kwangping, Br. s.s., 1,243, Blake, 13th Nov.—Ching-wan-tao 7th Nov., Gen.—C. E. & M. Co.  
 Kansu, Br. s.s., 801, Somerville, 13th Nov.—Hilo 9th Nov., Ballast.—B. & S.  
 Kwelling, Br. s.s., 1,072, McIntosh, 14th Nov.—Canton 13th Nov., Gen.—B. & S.  
 Ayi, Br. s.s., 1,995, Gibson, 14th Nov.—Kuchinotzu 9th Nov., Gen.—M. B. K.  
 Progress, Ger. s.s., 687, Bremer, 14th Nov.—Swatow 13th Nov., Gen.—S. & Co.  
 Rosetta Maru, Jap. s.s., 2,402, Smith, 14th Nov.—Manila 11th Nov., Gen.—T. K. K.  
 Glenfarg, Br. s.s., 2,360, Holman, 14th Nov.—Singapore 5th Nov., Gen.—McG. B. & G.  
 Whampoa, Br. s.s., 1,109, Lavers, 14th Nov.—Shanghai 10th Nov., and Swatow 13th, Gen.—B. & S.  
 Hongkong, Fr. s.s., 742, Suzzoni, 14th Nov.—Haiphong and Hoihow 13th Nov., Rice, Pig and Bullock.—A. R. M.  
 Wakamatsu Maru, Jap. s.s., 1,720, Sakamoto, 14th Nov.—Moji 9th Nov., Coal.—Mr. H. U. Jeffries.

## Departures.

Nov. 14.

Doric, for San Francisco.  
 Wang, for Tientsin.  
 Kangawa Maru, for Singapore.  
 Taichow, for Bangkok.  
 Telemachus, for Saigon.  
 Canada, for Singapore.  
 Taichow, for Swatow.  
 Ischia, for Singapore.  
 Shawmut, for Tacoma.  
 Indrapura, for Portland, Or.  
 Longang, for Manila.  
 Rubi, for Manila.  
 Rosetta Maru, for Manila.  
 Kwangping, for Canton.

## Passengers arrived.

Per Achilles, from Singapore—493 Chinese.  
 Per Nippon Maru, from San Francisco, &c.—Rev. O. Gregory, Dr. W. J. Mallory, Messrs. A. H. Purney, J. A. Kirby, C. R. Bangs, Mr. and Mrs. F. C. Graves, Mrs. C. R. Craig, Messrs. R. H. Robinson, H. L. Luning, H. M. Ickla, H. H. Glover, O. E. Lutzenheiser, A. S. Allan, Rev. and Mrs. A. L. Grey and infant, Mrs. C. Mayers, Mrs. H. T. Bosman, infant and 2 servants, Messrs. Ho Wing and servant, J. Iwaya, Mrs. C. Hayward, Mr. and Mrs. S. Yajima, Messrs. C. C. Mead, J. E. Rooney, Mr. and Mrs. A. C. Spring, Mr. R. Hancock, Bishop C. H. Brent, Messrs. F. L. Gunther, H. P. Wedgewood, Miss Hutchinson, Mrs. Lawrence, Messrs. Hunting, Rossmassell, The Messrs. Hunting, Mr. and Mrs. W. G. Renwick, Mr. A. G. Wood, Mrs. S. La Grave, Mr. S. Rossi, Mrs. U. Crawford, Mrs. Alice Hobbs, Mrs. Florence Sommer, and 147 Chinese.  
 Per Glenfarg, from Singapore—Mr. E. White, and 20 Chinese.  
 Per Whampoa, from Shanghai, &c. for Hongkong—Mr. McIntyre, and 34 Chinese.  
 Per Rosetta Maru, from Manila—Messrs. A. M. Rosa, Perlin, Jr., Dr. A. L. Rasing, Messrs. E. H. Smith, Emily, Jose Verches, J. M. T. de Carval Ho, Dr. J. Albert, Messrs. Yong Po Man, J. Ichida, J. A. M. de Jesus, Rev. B. M. McCabe, Miss Alice E. Beaumont, Messrs. Chin Wing Pak, Chin Wui Sing, Chin May Yuen, S. U. Johnson, Chin Jai Man, W. W. Brice, Liao Siung, Mr. and Mrs. Cho Ching Leong, and 48 Chinese.

## Shipping Reports.

Str. Kanu from Hilo—Heavy N.E. gales.  
 Str. Ningchow from Tacoma, etc.—Strong monsoon in China Sea.  
 Str. Whampoa from Shanghai—Strong wind and heavy sea, fine clear weather.  
 Str. Kwang Ping from Chingwantao—Strong N.E. monsoon and heavy sea.  
 Str. Wakamatsu Maru from Moji—Strong N.W. monsoon, generally fine weather.  
 Str. Hongkong from Haiphong—Moderate N.E. monsoon, and fine weather throughout.  
 Str. Flintshire from London—Heavy rains from Singapore to Paracels, with strong N.E. winds; from thence to Helen shoal which was breaking heavily, fierce N.E. wind, with very heavy sea and strong S.W. current.

Str. Achilles from Singapore—Light N.W. winds and fine weather to 200 miles S. of Paracels, when wind freshened quickly, veering into the N.E. and blowing a strong monsoon, with heavy sea, and almost continuous, light, drizzling rain.

## Hongkong &amp; Whampoa Dock Returns.

Talce at Kowloon Dock.  
 H.M.S. Blenheim " " "  
 U.S.S. Monterey " " "  
 U.S.S. Ajax " " "  
 Carl Diederichsen " " "  
 Chuen Tiao " " "  
 Larac " " "  
 Littlebonne " " "  
 Salamanca " " "  
 Loosok " " "  
 Heungshan " " "  
 Rajaburi " " "  
 Aberdeen

## Vessels in Port.

## Steamers.

Aki Maru, Jap. s.s., 3,995, Ekstrand, 3rd Nov.—Shanghai 31st Oct., Flour and Coal.—N. Y. K.  
 An Pho, Br. s.s., 966, Kynoch, 12th Nov.—Swatow 11th Nov., Gen.—H. & Co.  
 Borneo, Ger. s.s., 2,168, Muhle, 10th Nov.—Sandakan 4th Nov., Gen.—M. & Co.  
 Carl Diederichsen, Br. s.s., 774, Schlaikier, 11th Nov.—Hoihow 9th Nov., Gen.—J. & Co.  
 Changsha, Br. s.s., 1,463, Moore, 12th Nov.—Sydney 17th Oct., and Manila 9th Nov., Gen.—B. & S.  
 China, Ger. s.s., 1,113, Krubbe, 13th Nov.—Hongay 11th Nov., Coal.—A. K. & Co.  
 Clara Job-en, Ger. s.s., 1,103, Bendixen, 9th Nov.—Hongay 7th Nov., Coal.—J. & Co.  
 Daigi Maru, Jap. s.s., 847, Groves, 13th Nov.—Tamsui 10th Nov., via Amoy and Swatow 12th, Gen.—O. S. K.  
 Dr. Hans Jerg Kier, Norw. s.s., 691, Larsen, 23rd Oct.—Manila 17th Oct., Ballast.—E. A. T. Co.  
 Ellen Rickmers, Ger. s.s., 995, Heinrichsen, 7th Nov.—Moji 1st Nov., Coal.—A. K. & Co.  
 Empress of India, Br. s.s., 3,003, Marshall, 27th Oct.—Vancouver 5th Oct., and Shanghai 24th, Mails and Gen.—C. P. R. Co.  
 Euplectilla, Br. s.s., 1,462, Stoff, 10th Nov.—Aree Bay 30th Oct., Bulk Oil.—N. & Co.  
 Flintshire, Br. s.s., 2,347, Haffner, 13th Nov.—London 19th Sept., Gen.—S. T. & Co.  
 Gregory Apar, Br. s.s., 2,940, Olliff, 9th Nov.—Calcutta 24th Oct., and Singapore 3rd Nov., Gen.—D. S. & Co., Ltd.  
 Koun Maru, Jap. s.s., 1,787, Minamikawa, 8th Nov.—Kobe 4th Nov., Coal and Gen.—Tong Yok Chen.  
 Loosok, Ger. s.s., 1,021, Schurr, 26th Oct.—Bangkok and Koh-si-chang 16th Oct., Rice and Wood.—B. & S.  
 Madeleine Rickmers, Ger. s.s., 1,020, Sanders, 11th Nov.—Bangkok 2nd Nov., Rice.—A. K. & Co.  
 Marie Jebben, Ger. s.s., 1,771, Meyer, 10th Nov.—Samang 30th Oct., Sugar.—S. W. & Co.  
 Maria Rickmers, Ger. s.s., 1,017, Bandelin, 2nd Nov.—Bangkok via Hoihow 25th Oct., Gen.—A. K. & Co.  
 M. Stuyve, Ger. s.s., 966, Brandt, 12th Nov.—Haiphong and Hoihow 10th Nov., Rice, Pig and Bullock.—S. & Co.  
 Mongkut, Ger. s.s., 859, Gilsche, 8th Oct.—Bangkok 1st Oct., Rice and Timber.—B. & S.  
 Oceana, Ger. s.s., 700, Janke, 8th Nov.—Caroline Islands 1st Nov., Copra.—S. & Co.  
 Petrarch, Ger. s.s., 1,251, Ahrens, 11th Oct.—Sombaya 30th Sept., Sugar.—S. W. & Co.  
 Rajaburi, Ger. s.s., 1,189, Wendig, 9th Nov.—Bangkok 1st Nov., Rice and Teakwood.—B. & S.  
 Sabine Rickmers, Br. s.s., 938, Nasbet, 8th Nov.—Mauritius 31st Oct., Kerosine.—A. K. & Co.  
 Shikano Maru, Jap. s.s., 2,064, Fujita, 12th Nov.—Nagasaki 6th Nov., Coal.—E. A. T. Co.  
 Salamancha, Br. s.s., 2,071, Thompson, R.N.R., 19th Oct.—Gen.—B. & S.  
 Shanghai, Br. s.s., 2,041, Thompson, R.N.R., 12th Nov.—Foonchow 10th Nov., Gen.—P. & O. S. N. Co.  
 Tai Lee, Ger. s.s., 824, Michelsen, 4th Nov.—Swatow 3rd Nov., Ballast.—Meyer & Co.  
 Tai Ping, Ch. s.s., 1,376, Brissander, 12th Nov.—Wuhu and Chinkiang 5th Nov., Gen.—Order.  
 Thales, Br. s.s., 820, Robson, 13th Nov.—Swatow 12th Nov., Gen.—D. L. & Co.  
 Thea, Ger. s.s., 980, Ohlerich, 11th Nov.—Canton 11th Nov., Gen.—J. & Co.  
 Trocas, Br. s.s., 2,657, Phillip, 8th Nov.—Hankow 1st Nov., Ballast.—A. K. & Co.  
 Tsiu, Ger. s.s., 1,002, Koch, 11th Nov.—Bangkok via Swatow 2nd Nov., Rice and Teakwood.—B. & S.  
 Victoria, Swed. s.s., 988, Hermansen, 27th Oct.—Sourabaya 20th Oct., Sugar.—S. W. & Co.  
 Wongkoi, Ger. s.s., 1,115, Reher, 12th Nov.—Hoihow 10th Nov., Gen.—B. & S.

## SAILING VESSELS.

Brilliant, Br. bq., 3,609, Cowlishaw, 23rd Oct.—Shanghai 16th Oct., Gen.—S. O. Co.  
 Clendora, Br. ship, 1,823, Morrison, 8th Nov.—New York 20th June, Gen.—S. O. Co.  
 Helena Wyman, Am. bq., 1,521, Vanhorn, 10th Aug.—Singapore 1st Aug., Ballast.—Master.  
 Lillebonne, Am. sch., 768, Finnen, 6th Oct.—Manila 18th Sept., Ballast.—D. & Co., Ltd.

## Steamers Expected.

Vessels	From	Agents	Due
Armand Behic	Singapore	M. M. ....	Nov. 16
Armaton Apar	Singapore	S. & Co., Ltd.	Nov. 16
Olympia	Victoria	N. P. Co. ....	Nov. 16
Australien	Shanghai	M. M. ....	Nov. 16
Tsinan	Kobe	H. A. L. ....	Nov. 17
Aragonia	Singapore	P. M. Co. ....	Nov. 17
Siberia	Japan	P. M. Co. ....	Nov. 17
Eastern	P. Darwin	G. L. & Co. ....	Nov. 20
Tijpanas	Japan	H. S. F. ....	Nov. 21
Lainsang	Calcutta	J. M. & Co. ....	Nov. 23
Em. of Japan	Vancouver	C. P. R. Co. ....	Nov. 23
Tremont	Victoria	D. & Co. ....	Nov. 25
Indrasamha	Portland	P. & A. Co. ....	Dec. 4
Tacoma	Victoria	N. P. Co. ....	Dec. 4
America Maru	San Francisco	P. M. Co. ....	Dec. 8

## THE WEATHER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observatory.  
 On the 14th at 11.35 a.m. The barometer has risen over N. China and the Philippines; fallen over the Loochoos.  
 The depression in the North seems to be moving into the N.E. part of the Sea of Japan. Pressure is high over N. China and relatively low over the Pacific to the S. of the Loochoos.  
 The monsoon will freshen again in the Formosa Channel. Strong monsoon over the N. part of the China Sea.  
 Forecast:—Moderate N.E. winds; fine.

## CHINA COAST METEOROLOGICAL REGISTER.

	Nov. 14th, 1903, a.m.	Bar. Th. Hu. Wind W.
Vladivostok	7 a.m. 29.80	38 50 N 3 0
Amuro	6 a.m. 29.92	38 50 N 3 0
Hakodate	6 a.m. 29.93	38 50 N 3 0
Tokio	6 a.m. 30.14	38 50 N 3 0
Kochi	6 a.m. 30.11	38 50 N 3 0
Nagasaki	6 a.m. 30.15	38 50 N 3 0
Kagoshima	6 a.m. 30.15	38 50 N 3 0
Oshima	6 a.m. 30.08	38 50 N 3 0
Naha	6 a.m. 30.01	38 50 N 3 0
Ishigakijima	6 a.m. 29.93	38 50 N 3 0
Taihou	6 a.m. 30.06	38 50 N 3 0
Tainan	6 a.m. 30.00	38 50 N 3 0
Koshu	6 a.m. 29.99	38 50 N 3 0
Pescadore	6 a.m. 30.02	38 50 N 3 0
Weihaiwei	9 a.m. 30.24	45 71 S 1 0
Shanghai	9 a.m. 30.11	65 76 N 1 0
Swatow	9 a.m. 30.12	67 78 N 1 0
Canton	9 a.m. 30.12	68 78 N 1 0
Hongkong	10 a.m. 30.14	71 68 E 1 0
Victoria Peak	10 a.m. 30.14	71 68 E 1 0
Cap Rock	10 a.m. 30.11	ENE 3 0
Macao	10 a.m. 30.12	71 68 E 1 0
Haiphong	10 a.m. 29.92	86 71 WSW 1 0
Bacod	9 a.m. 29.98	80 71 ENE 1 0
Hilo	9 a.m. 29.98	80 71 ENE 1 0
Cebu	9 a.m. 29.92	85 71 S 1 0
C. St. James	10 a.m.	

Barometer Nov. 13 at 10 a.m. 30.14  
 Temperature Nov. 13 at 4 p.m. 30.02  
 Humidity Nov. 13 at 4 p.m. 69  
 Rainfall Nov. 13 at 4 p.m. 47

## Post Office.

A Mail will close for:  
 Namto—Per Taichow, 15th Nov., 9 A.M.  
 Sanbu—Per Hoi Fu, 15th Nov., 9 A.M.  
 Canton—Per Wingchai, 15th Nov., 9 A.M.  
 Canton—Per Pawan, 15th Nov., 9 A.M.  
 Swatow, Amoy and Tamsui—Per Daigi Maru, 15th Nov., 9 A.M.  
 Kongmow, Kunchuk and Samshui—Per Taichow, 15th Nov., 9 A.M.  
 Canton—Per Kinsan, 16th Nov., 7.30 A.M.  
 Haiphong—Per Hoi Fu, 16th Nov., 8 A.M.  
 Kobe—Per Chungshai, 16th Nov., 11 A.M.  
 Shanghai, Nagasaki, Kobe and Yokohama—Per Flintshire, 16th Nov., 11 A.M.  
 Shanghai and Chinkiang—Per Kwelling, 16th Nov., 4 P.M.  
 Namto—Per Taichow, 16th Nov., 5 P.M.  
 Sanbu—Per Hoi Fu, 16th Nov., 5 P.M.  
 Macao—Per Wingchai, 16th Nov., 5 P.M.  
 Canton—Per Pawan, 16th Nov., 5 P.M.  
 Canton—Per Hoihow, 17th Nov., 7.30 A.M.  
 Europe, &c., India, via Tucon—Per Australis, 17th Nov., 11 A.M.

PARCELS AND NEW YEAR PARCELS (via Gibraltar) Parcels for United Kingdom posted before 3 p.m. on Friday, the 6th November, are due in London about the 12th December, and those posted before 3 p.m. on Friday, the 20th November, are due in London about the 26th December.

The following postage will be collected:  
 For a Parcel not exceeding 3 lbs. in weight 50c.  
 " " " 7 lbs. " 1.00  
 " " " 11 lbs. " 1.50

With an additional 50 cents Parcels may be sent via Brindisi and if posted before 3 p.m. on Friday, the 20th November, are due in London about the 26th December, and those posted before 3 p.m. on Friday, the 4th December, are due in London about the 3rd January, 1904.

All Parcels containing Jewellery or any article of Gold or Silver must be insured, and all insured Parcels must be sealed. The seals must bear the impression of a private mark. Senders of Parcels are requested to post them a few days in advance.

Letters and Post Cards are now received for transmission to Europe via Dalny and the Trans-Siberian Railway, and should be marked accordingly. No printed matter can be accepted. The Rates of Postage by this route will be the same as at present via the Suez Canal.

## VISITORS AT THE HOTELS.

Occidental.  
 Akehurst, C. A. Petersen, Mr.  
 Chandler, Lieut. F. Reitzel, A. V.  
 Cobb, Mr. F. Ramplin, F. S.  
 Conolly, D. C. Whitford, Fr.  
 Ger rd, J. C. Schuster, Mr. Von  
 Gibson, Dr. Shepherd, E. B.  
 Hahn, Mr. and Mrs. C. Sterchly, Mrs.  
 F. Starck, Mrs.  
 Kew, Dr. F. L. Stephens, H.  
 Liddell, Mr. and Mrs. Wilkinson, R.  
 Lopez, Amaro Wolf, Richard De  
 Pezere, Lieut. T.  
 Bencke, G. E. Shiba, C.  
 Cunningham, C. W. Thomas, Claude, F.  
 Harrison, W. B. Travers, J. L.  
 Mannington, G. Watson, J. H.  
 Musgrave, Mrs. Wiley, Dr.

HONGKONG.  
 Albert, Dr. T. Allan, A. S.  
 Anderson, Mr. Arakawa, Mr. and Mrs.  
 Badierkop, K. Bangs, C. R.  
 Barrett, H. Barrett, E. G.  
 Barton, Mr. & Mrs. C. V.  
 Baum, A.  
 Beaumont, N. E.  
 Beebe, G. S.  
 Black, Mr. and Mrs.  
 Boggan, Mr. & Mrs. R.  
 Bonner, E. A.  
 Borwick, Mrs. R. W.  
 Brice, W. K.  
 Brown, W. S.  
 Buck, Hart  
 Chawwas, Mr.  
 Clark, W. C.  
 Colson, F. S.  
 Connell, J. J.  
 Coulson, C. L.  
 Craig, T. S.  
 Craig, Mrs. C. R.  
 Davies, Mrs. J. T.  
 Dean, G.  
 Derbyshire, J. H.  
 Douglas, Capt. & Mrs. J.  
 Downing, Mr. & Mrs. J.  
 Ellis, Mr. & Mrs. A.  
 Emerson, A.  
 Fetterolf, E. H.  
 Fisher, H. G.  
 Franke, C.  
 Freedly, Jr., W. G.  
 Fulmer, J.  
 Glover, C.  
 Glover, H. H.  
 Goodrich, C. H.  
 Grant, A. W.  
 Gunier, O.  
 Hall, Capt. T.  
 Hammer, Thos. A.  
 Haughton, W. B.  
 Hayton, J. T.  
 Hooper, Mr. and Mrs.  
 Ickla, Rev. J.  
 Ickla, H. J.  
 Jackson, H. T.  
 Jones, J. W.  
 Joseph, Mr. and Mrs.  
 Katsch, E. A.  
 Kempfer, E.  
 Kingstord, Mr. & Mrs.  
 Kirby, J. A.  
 Kirkwood, J.

## KING EDWARD.

Cartier, H. B.  
 Dose, E.  
 Gunther, F. L.  
 Hale, Mrs. M. P.  
 Hallier, Dr. H.  
 Hawley, Miss W.  
 Hawley, Miss W.  
 Geo. T.  
 Hawley, Mr. and Mrs.  
 Geo. T.  
 Hollingsworth, Capt. & Mrs.  
 Hollingsworth, A. H.  
 Hunting, E. B.  
 Hunting, Miss Eleanor  
 Hunting, Miss Eleanor  
 Lambkin, Miss  
 Lambkin, Miss

## CONNAUGHT.

Adair, T.  
 Bain, J. W.  
 Campbell, R. E.  
 J. R.  
 Donald, W. H.  
 Deafour, Mrs. B.  
 Friedlander, R.  
 Hills, L. D.  
 Eyr, Mr. and Mrs. H.  
 Howard, E.  
 Hume, R.

## PEAK.

Barrett, R. W.  
 Bolngowsky, Mr. and Mrs. P.  
 Mrs. C. de maid N. H.  
 and child.  
 Brusse, George  
 Cameron, Mr. & Mrs.  
 Allan  
 Duff, J. S.  
 Gibson, Dr. Robert  
 Grant, G. C. Lindsay  
 Hewitt, F. T. Baines  
 G. E.  
 Holland, Mrs. G. E.  
 Jackson, Mrs. R. N. Wood, Mr. and Mrs.  
 and child.

## THOMAS.

Aldrich, Geo. A.  
 Bain, J. S. S.  
 Barrett, L. M.  
 Bassett, H. D.  
 Brusse, J. V.  
 Collet, Mr.  
 Condy, Mr. C. and 2.  
 Crego, Mr.  
 Graves, F. C.  
 Hough, Dr.

## CRAIGIEBURN.

Bent, Mrs.  
 Crafter, R. H.  
 Dunn, G. H.  
 Gaskell, Mr. and Mrs.  
 Harvey, Lieut. and child  
 Mrs. J. S.  
 Hains, W. W.  
 Powell, Mr. and Mrs.  
 Stanley and children

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATION.
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	Div. of £1.10/- @ 1/8=\$18 for half- year ending 30.6.1903	\$64 1/2
National Bank of China, Ltd.	\$ 8	3/18=\$1.96 1/2 for 1902	\$29
Do. Founders.....	£ 1	None	\$10
MARINE INSURANCES.			
Union In. Society of C'ns, Ltd.	\$ 100	32 per cent=\$32 per share for 1902	\$49 1/2
China Traders' In. Co., Ltd.	\$ 25	10 %=\$10 per share for 1902	\$73
North China In. Co., Ltd.	£ 25	Final of £1 making £2 for 1902	Tls. 216 s.
Yangtze In. Association, Ltd.	\$ 60	20 %=\$12 for 1901	\$135
Canton In. Office, Ltd.	\$ 50	30 %=\$15 per share for 1902	\$175
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$2 1/2 per share for 1901	\$320
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$90
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$1 1/2 for half-year ending 30.6.1903	\$31 1/2 sa.
Indo-China S. N. Co., Ltd.	£ 10	5 % = 10/- per share for 1902	\$73
China & Manila S.S. Co., Ltd.	\$ 50	10 % = \$5 per share for 1900	\$19
Douglas Steamship Co., Ltd.	\$ 10	Div. of \$3 for year ending 30.6.1903	\$31
"Star" Ferry Co., Ltd.	\$ 50	\$1.20 = 12 % for year ending 30.6.1903	\$26 b.
"Shall" Transport & Trading Co., Ltd.	£ 5	60 cts. } 30.4.03	\$16
Taku Tug & Lighter Co., Ltd.	Tls. 50	3rd Interim of 6d. for 1902	£0.18/- b.
Shanghai Tug & Lighter Co., Limited.....	Tls. 50	Interim of 2 % for 1903	Tls. 30 b.
Do. Preference.....	Tls. 50	Interim of 4 % = Tls. 2.00	Tls. 55 sa.
		Interim of 3 1/2 % = Tls. 1.75	Tls. 50 sa.
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$97
Luxon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Co., Ltd.	Tls. 50	Fin. of 7 % for year ending 30.9.02	Tls. 60
MINING.			
Panjoon Mining Co., Ltd.	\$ 11	None	\$1 1/2 sa.
Société Française des Char- bonnages du Tonkin	Fr. 250	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 s.
Raub Australian Gold Mining Co., Ltd.	£0.18.10.	No. 12 of 1/- per share 28.1.01	\$8 s.
Chinese Engineering & Min- ing Co., Ltd.	£ 1	No. 2 of 1/- per share 26.10.03	Tls. 6 s.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 %=\$6 for 1 year 30.6.03	\$203 b.
S. C. Farnham, Boyd & Co., Ltd.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 120 sa.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$ 1/2 for 1903	\$86 sa.
New Amoy Dock Co., Ltd.	\$ 64	\$2 1/2 for 1902	\$38 s.
Shanghai & Hongkew Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 215 s.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 % = 80 cents per share for 1902	\$9 b.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$152 sa.
C'loon Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$35 sa.
Vest Point Building Co., Ltd.	\$ 50	Interim of \$1 1/2 for 1903	\$124 sa.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for first 1/2 year 1903	\$147
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2 1/2 % for year ending 30.6.03	\$27 sa.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6 % for year ending 31.3.03	Tls. 14
Humphreys E-nte & Finance Co., Ltd.	\$ 50	9 per cent. for 1902	\$10 1/2
Phai Land Investment Co., Ltd.	Tls. 50	Interim of 6 % for 1903	Tls. 101 b.
COTTON MILLS.			
Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd.	\$ 10	{ Final of 60 cents, making \$1 for } 1902/1903	\$14 1/2 b.
Lwo Cotton Spinning & Weaving Co., Ltd.	Tls. 50	3 % for period ended 31.10.97	Tls. 32 1/2 sa.
International Cotton Manufac- turing Co., Ltd.	Tls. 75	Interim of 3 % on account of 1898	Tls. 22 1/2 sa.
Sanou-kung-mow Cotton Spin- ning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4 % on acct. of 1898	Tls. 35
Yee Chee Cotton Spinning Co., Ltd.	Tls. 500	4 % for period ended 31.12.00	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Thambrn, Ltd.	\$ 500	25 % for year ending 30.6.1900	\$250
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$15 b.
Shanghai - Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 50 sa.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12 %=\$1.20 per share for 1902	\$22 1/2 b.
China-Borneo Co., Ltd.	\$ 12	First year	\$9 s.
S. Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1902	\$7 1/2 sa.
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$7 1/2
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$12 b.
Hongkong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903	\$6 1/2 b.
Hongkong & China Gas Co., Ltd.	£ 10	10 % div. and 1 % bonus for 1901	\$140 b.
Hongkong Rope Manufac- turing Co., Ltd.	\$ 50	\$10 for 1902	\$145
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent=\$3.75 for 1902	\$47
Hongkong Ice Co., Ltd.	\$ 25	Interim of \$4 for 1903	\$24 1/2
Hongkong High-Level Tram- ways Co., Ltd.	\$ 100	\$18 for year ending 31.11.1902	\$320
Wai Yee Farm Co., Ltd.	\$ 6	75 cents for year ending 31.7.1902	\$13 1/2 b.
Hongkong & China Bakery Co., Ltd.	\$ 50	3 per cent.=\$1 1/2 for 1902	\$40
Campbell, Moore & Co., Ltd.	\$ 50	Div. of \$2 1/2 for 1902	\$40 s.
Ellis's Asbestos Eastern Agency, Ltd.	£0.12.6.		\$5 1/2 s.
United Asbestos Oriental Agency, Ltd.	\$ 4	90 cents } for year ending 31.5.03	\$20 b.
Do. Founders.....	\$ 10	\$29.70	\$210 b.
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Interim of 6 %	\$15 1/2 sa.
China Light & Power Co., Ltd.	\$ 10	None	\$5 b.
Johnson Piano Co., Ltd.	\$ 50	5 %=\$2 1/2 for half-year 1902	\$50
Asia Investment Co., Ltd.	\$ 50	None	\$15 b.
William Powell, Ltd.	\$ 10	\$1 for year ended 30.6.1903	\$9
Scheepvaart tot Mijn- & Bosch- en Landbouw exploitatie in Lankat, Limited	Guilders 100	{ 4th Interim Dividend of Tls. 7 1/2 paid } 15.9.1903.	Tls. 285 b.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	\$ 50	First year	\$50
Telegraphic Address—"Rialto."			
Telephone No. 148, P. O. Box No. 111.			
BENJAMIN, KELLY & POTTS, Share Brokers.			



HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

EVERYTHING  
UP TO DATE.  
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

GENERAL DRAPERS & HIGH CLASS  
DRESS-MAKERS.

HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

FAMED FOR  
SHIRTS.  
28, Queen's Road.

#### DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

#### CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

#### PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

#### DRESS GOODS.

Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

#### GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

#### HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

#### SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes, Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

#### CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

#### RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

#### LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

#### LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

#### BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

#### CORSETS.

In the following makes—Madam Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

#### THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

#### THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

#### UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

#### HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannel-cies in large variety.

#### LININGS.

We hold a full Range of Dressmakers' Linings and Sundries Sateens, Linenets, Scilecias, Black, Backs, &c.

#### BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

#### CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Crettonne, and Chinelle.

#### TABLE COVERS

In all the newest designs and makes.

#### CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

#### QUILT AND BLANKET DEPT.

Silk-covered Elder Down and White and Colored Quills. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

#### IRONMONGERY.

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

#### HOUSE KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc.

#### DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

#### GAMES:—CRICKET, TENNIS, CROQUET, FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

#### TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

#### DOLLS.

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

#### FANCY LEATHER GOODS

For Presents, Silver, Ebony and Ivory Manicure Sets.

#### OVERMANTLES AND MIRRORS.

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-made.

#### GARDEN TOOLS.

Iron, Wire and Rubber Door Mats.

#### TRUNKS.

Cabin, Overland and Storage Trunks. Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

#### LADIES' HAT BOXES

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

#### SEWING MACHINES.

Jones' Famous Hand and Treadle Machines famous throughout the East.

#### CHILDREN'S OUTFITTING.

In all its Branches.

LADIES' & GENTS'  
REAL PANAMAS

will be offered at

**\$18.50**

FOR ONE MONTH

From this date, 13th November, 1903.

FINE QUALITY.

BEWARE OF IMITATIONS.

#### TRIMMINGS

Of every Description. Rich Silk Appliques Silk and Motifs in floral designs. Pearl, Jet, and Bead, Silk Braid, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others too numerous to mention.

#### JACKETS AND FURS.

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

#### VELVETS, VELVETEENS,

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Facinators.

November 14th.

R. G. HECKFORD,  
MANAGER.



# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4305.

日六十月九年九十二緒光

SATURDAY, NOVEMBER 14, 1903.

六拜禮

號四十一月一十英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,210,000

Head Office:—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENSIN. NEWCHANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
On Deposits on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,  
Manager.

Hongkong, 11th September, 1903. [10]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$16,000,000  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$6,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. DICKSON. N. A. SIEBS, Esq.  
E. GEORGE, Esq. H. W. SLADE, Esq.  
C. MICHAEL, Esq. C. A. TOMES, Esq.  
H. SCHUBART, Esq. E. S. WHEELER, Esq.  
E. SHELLIM, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
On Deposits on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3½ per cent. per annum.  
For 12 months, 4½ per cent. per annum.  
J. R. M. SMITH, Chief Manager.

Hongkong, 17th August, 1903. [13]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [14]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... £1,000,000  
Paid up Capital ..... £324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:  
Chan Kit Shan, Esq. J. Scott Harston, Esq.  
Chow Tung Shing, Esq. J. J. LAUS, Esq.

Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%  
Hongkong, 12th May, 1903. [15]

### THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tels 5,000,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin Calcutta Hankow  
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:  
Messrs. N. M. ROTHCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 1st September, 1903. [16]

### GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.  
PAID UP CAPITAL ..... U.S. Gold \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office:—NEW YORK.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARR'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED:  
On Current Accounts at 2½ per annum.

On Fixed Deposits:  
For 3 months 2½ per annum.  
" 6 " 3½ " "  
" 12 " 4 " "

E. F. GROS, Acting Manager.

Hongkong, 1st December, 1902. [168d]

### INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, ... Gold \$4,000,000 ... \$20,000  
Surplus (Reserve) Gold \$4,000,000 ... \$20,000

Total ..... Gold \$8,000,000 ... \$40,000

Capital and Surplus authorized, Gold \$10,000,000 ... \$50,000

LONDON BANKERS:  
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4½ per annum.

" 6 " 3½ " "

" 3 " 3 " "

HONGKONG BRANCH:  
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT, Manager.

Hongkong, 26th May, 1903. [1000]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 13TH NOVEMBER, 1896.

Shanghai Tels.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.  
CHEFOO. SINGAPORE.  
HANKOW. TIENSIN.  
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3½ per annum Fixed Deposits for 3 months.

4½ " " " "

5 " " " "

E. W. RUTTER, Manager.

Hongkong, 12th August, 1903. [12]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHAREHOLDERS ..... £800,000

RESERVE FUND ..... £725,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " " 3½ " "

" " " " 3 " "

T. P. COCHRANE, Acting Manager.

Hongkong, 18th May, 1903. [1]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA.	SHANGHAI..... A. Thompson, R.N.R.	About 13th November	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	MANILA..... H.G.H. Lewellin, R.N.R.	About 16th November	Freight and Passage.
SHANGHAI.....	BALLAARAT..... F. R. Summers.	About 20th November	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA.	FORMOSA..... B. H. W. Snow.	About 17th December	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 14th November, 1903. [4]

### IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEK, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS; Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
*HAMBURG.....	WEDNESDAY, 25th November.
*PRINZ HEINRICH.....	WEDNESDAY, 9th December.
*KONIG ALBERT.....	WEDNESDAY, 23rd December.
*KLAUS SCHOU.....	WEDNESDAY, 6th January, 1904.
*SACHSEN.....	WEDNESDAY, 20th January, 1904.
*BAVERN.....	WEDNESDAY, 3rd February, 1904.
*GERA.....	WEDNESDAY, 17th February, 1904.
*SEYDLITZ.....	WEDNESDAY, 2nd March, 1904.
*PREUSSEN.....	WEDNESDAY, 16th March, 1904.
*ROON.....	WEDNESDAY, 30th March, 1904.
*HAMBURG.....	WEDNESDAY, 13th April, 1904.
*PRINZ HEINRICH.....	WEDNESDAY, 27th April, 1904.

\* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 25th day of November, 1903, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE Captain E. Burmester with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 23rd November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 24th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Lines can be washed on board.

### NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS. [563c]

Hongkong, 13th November, 1903.

### CHRISTMAS 1903.

A's or 10-Catty Box constitutes one of the most acceptable XMAS PRESENTS to those at Home. Orders reaching us before NOVEMBER 21ST will be delivered at home about the 23RD DECEMBER.



LANE, CRAWFORD & CO. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOOCHOW TEA.

PRICES.  
Including Freight, Duty and Delivery to any address in the United Kingdom.  
Per 10 Catty Box, \$17.50 Per 5 Catty Box, \$10.00. [732c]

### THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places. SPECIALLY REDUCED SUMMER RATES.

For Particulars apply to

THE MANAGER.

### MACAO HOTEL.

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer. The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. THE CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PICNIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES. A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.

Wm. FARMER, Proprietor and Manager.

6410

## Intimations.

"I hear they want more



**Bovril**  
fortifies the system.

BOVRIL is an extremely palatable drink, and a stimulant that has no bad after-effects. It is also a replacer of used-up tissue and energy; while it enables the system to endure fatigue and to repel disease.

JAPAN COALS.



### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong, 503c]

### H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [952c]

### CITRONNADE AND ORANGEADE.

EXCELLENT FLAVOURING FOR FISH, GAME,

PUDDINGS, &c.

MAKES A MOST REFRESHING DRINK.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.

15, Queen's Road, Hongkong, 12th November, 1903. [22]

### OCCIDENTAL HOTEL.

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS:—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

JAS. D. M. CAMERON, Manager. [555c]

Hongkong, 22nd August, 1903.

### MARLBOROUGH HOUSE.

31, 32, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.

PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the Day or Month.

Telegraphic Address: "MARLBOROUGH."

Telephone: No. 180.

Shanghai, 6th June, 1903. [674c]

Mrs. NAZER.

## HONGKONG HOTEL.

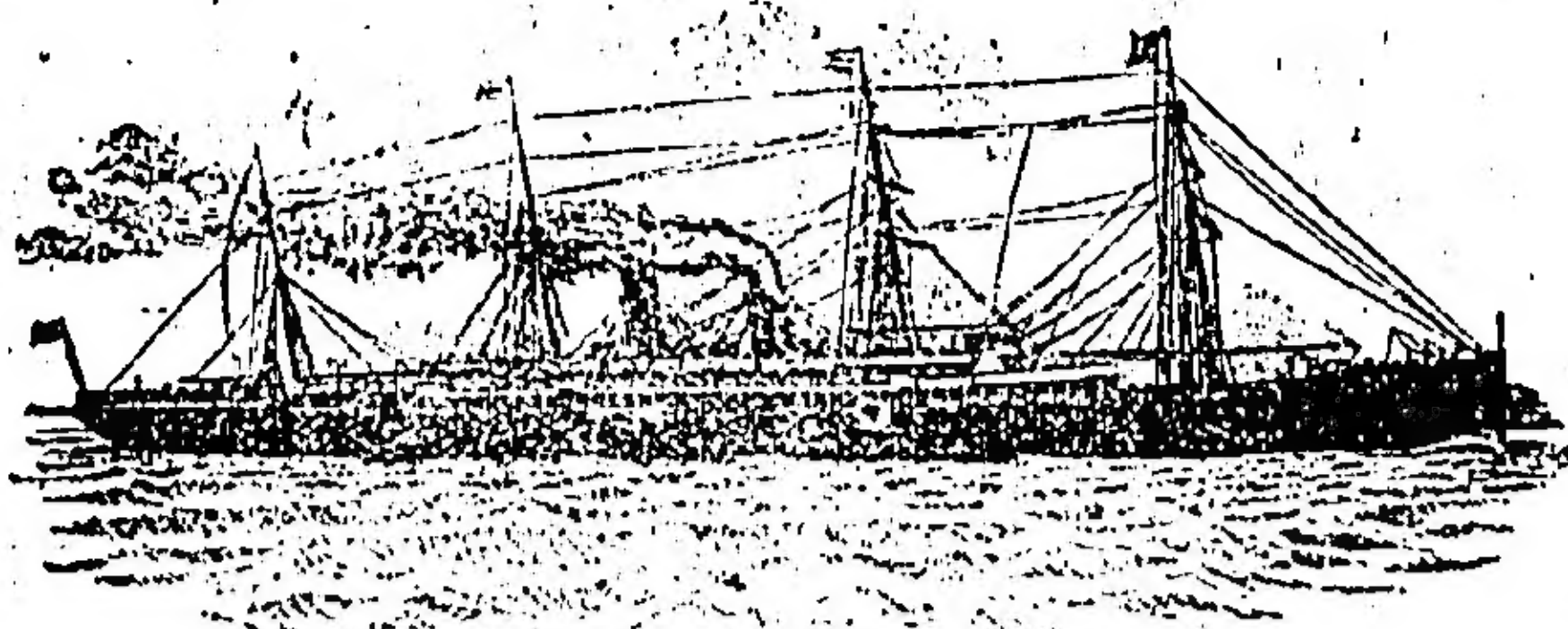
Military Band during dinner on Saturday Nights.

Hongkong, 13th November, 1903. [16]



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU"	6,307 Gross Tons	TUESDAY, 24th November, at Noon.
"SIBERIA"	11,284	WEDNESDAY, 2nd December, at Noon.
"COPTIC"	4,352	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	6,307	FRIDAY, 18th December, at Noon.
"KOREA"	11,276	SATURDAY, 26th December, at Noon.
"GABLIO"	4,205	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,307	SATURDAY, 9th January, at Noon.
"CHINA"	5,060	TUESDAY, 19th January, at Noon.
"DORIC"	4,784	FRIDAY, 29th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara; and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy outdoors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 14th November, 1903.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 16th December.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882	WEDNESDAY, 27th January.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 24th February.
"TARTAR"	4,125	WEDNESDAY, 9th March.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 30th March.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 27th April.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 20th April.
"ATHENIAN"	3,882	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIPLE, GENOA, PORTS IN THE

LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH-AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
MARBURG	HAVRE, BREMEN and HAMBURG.	21st Nov.	Freight.
SUEVIA	(Calling at SINGAPORE and COLOMBO).		
SUEVIA	HAVRE and HAMBURG.	1st Dec.	Freight.
ARAGONIA	(Calling at SINGAPORE and PENANG).		
ARAGONIA	HAVRE and HAMBURG.	15th Dec.	Freight.
NURNBERG	(Calling at SINGAPORE and COLOMBO).		
NURNBERG	HAVRE and HAMBURG.	29th Dec.	Freight.
AMBRIA	(Calling at SINGAPORE and PENANG).		
AMBRIA	HAVRE and HAMBURG.	5th January, 1904.	Freight.
NUBIA	(Calling at SINGAPORE and COLOMBO).		
NUBIA	NEW YORK	About end of December.	Freight.
von Hoff	VIA SUEZ.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 4th November, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338	G. F. Morrison, R.N.R.
"FATSHAN,"	2,300	A. S. Dixon.
"HANKOW,"	3,073	C. V. Lloyd.
"KINSHAN,"	2,800	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
-------------------	------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,19 tons	Captain T. Hamlin.
------------------	-----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA-STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	538 tons	Captain B. Branch.
"NANNING,"	563	C. Butchart.
"FAK HING,"	618	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903. 1357c

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902. 1339c

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

954c] KRUSE & Co.,

CONNAUGHT HOUSE.

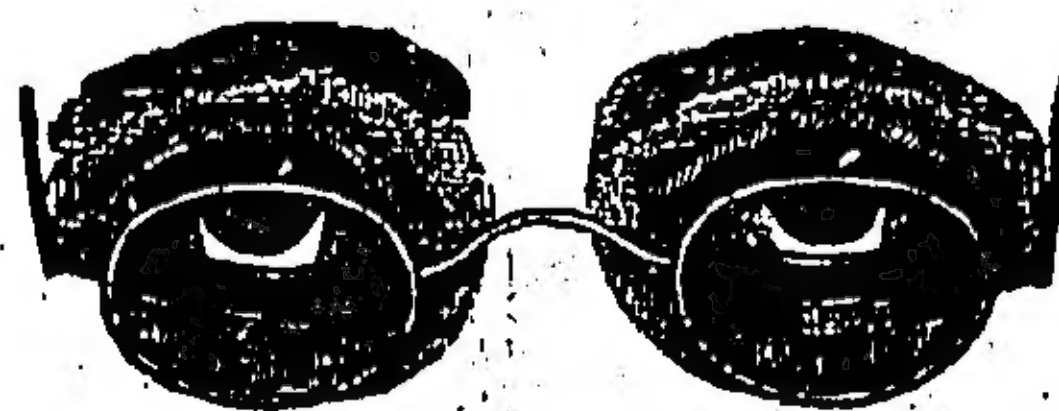
## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

Hongkong, 2nd July, 1900. 17

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903. 16c

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 975 ft. Width of  
entrance, top 80.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 598; General, No. 876.

Telegram: "Dock, Yokohama," Codes A L and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c

## GO TO THE

## KOWLOON HOTEL,

FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

## EDWARDS, PIRY &amp; CO., LIMITED.

NOTICE is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING  
of the above Company will be held at No. 1,  
Duddell Street (first floor), on WEDNESDAY,  
the 18th day of November, 1903, at 2.30 o'clock  
in the afternoon, for the purpose of considering  
the position of the Company, when the following  
resolution will be proposed:—

1. That this meeting approves of the proposed sale of the business of the Company to the said Joseph Snowell Plant.
2. That the Company be wound up voluntarily.
3. That Joseph Snowell Plant be and is hereby appointed liquidator for the purposes of such winding up.

T. EDWARDS,  
S. D. PIRY,  
General Managers.

Dated, 13th November, 1903. 1362c

HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-  
ORDINARY GENERAL MEETING  
of HUMPHREYS ESTATE AND FINANCE CO.,  
LIMITED, will be held at the COMPANY'S  
OFFICES, Nos. 38 and 40, Queen's Road Central,  
Victoria, Hongkong, on WEDNESDAY,  
the 18th day of November, 1903, at NOON, when  
the SUBJOINED RESOLUTIONS which  
were passed at a Meeting held on the 31st  
October, 1903, will be submitted for confirmation  
as SPECIAL RESOLUTIONS:—

1. That the Capital of the Company be increased from \$100,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine.
2. That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

"The remuneration of the General Managers shall be a sum not exceeding \$8,000 per annum (which shall cover office rent and salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Dated this 2nd day of November, 1903.

JOHN D. HUMPHREYS & SON,  
General Managers.

1319c] GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25½ lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903. 119

## MADAM FLINT &amp; CO.

IMPORTERS OF FRENCH

MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED

during the Summer Months.

PRICES MODERATE

CONNAUGHT HOTEL: Rooms 4 and 5.

Hongkong, 2nd November, 1903. 1313c

DEUTSCHE WEINGESSELLSCHAFT  
DUHR & CO., COELN.

STOCK ON HAND OF  
AHRLEICHART, a red Ahr Wine at \$18.50  
GRACHER, Moselle ..... at \$16.50  
LAUBENHEIMER, Hock ..... at \$15.00  
All per Case of 24 Quarts.  
Price Reductions for Larger Orders.

GROSSMANN & CO.  
Hongkong, 16th October, 1903. 1359c

FURTHER REDUCTION  
IN  
FRESH AUSTRALIAN BUTTER.

Try our Fresh Australia Butter.

We do not put up the butter in prints here as many others do, after importing it in lumps. We are now offering this article at a very low price—80 cents a roll.

Quality will speak for itself.

Special terms to Messrs. Boarding Houses,  
Hotels, and large Consumers.

H. RUTTENJEE,  
No. 5, D'Agular Street,  
and  
36 and 38, Elgin Road, Kowloon.

Hongkong, 11th November, 1903. 1354c

## Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions  
to Sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on

MONDAY, the 16th November, 1903, at 11 A.M.,  
at their

SALES ROOMS, No. 8, Des Vaux Road,  
Corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE,  
Comprising:—

BRASS BEDSTEAD, SINGLE and DOUBLE  
IRON BEDSTEADS, WASHSTAND,  
BOOKCASE, SIBBOLD, GLASSWARE,  
VIENNA CHAIRS, TABLES, FISH  
KNIVES, CUTLERY, LACQUERED FUR-  
NITURE, CLOCKS, CHILD'S COT, PIC-  
TURES, &c., &c., &c.

Also

One COMBINATION IRON SAFE and  
Two SEWING MACHINES (new).

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 13th November, 1903. 135c

## Mail.



## SAMSHUI TRADE REPORT.

The following is the report for the year 1902:

1. Local.—The noteworthy events of the year 1902 have been parching drought when water was wanted, endless rain when fair weather was required, destructive floods of unusual height, and typhoons of exceptional violence. There were, in addition, changes in the rate of exchange, and consequent changes in the value of goods. With such perturbations in the meteorological elements, such unsteadiness in the foundations of trade, the year, from any standpoint, could not possibly be a prosperous one. The autumn Rice crop was almost a total failure, and Sugar Cane, Mulberry Leaves, and Cocoons produced barely one-half of their usual average. The merchants kept on the line of prudent expectation or sought cheaper rates with other institutions than the Foreign Customs; and thus it comes that the gross value of trade at Samshui is *Hk. Tls.* 400,000 less than in 1901. During July the whole West River Valley from Wuchow to Kowloon was under water. The Custom House was like an island in the middle of a furious stream; the office was flooded, and the archives had to be removed into large boats, which came to moor in the garden. The dikes broke in several places along the river, and terrible disasters ensued. In August the water receded, leaving a desolate sight of destruction, filth, reptiles, and nondescript articles. In the spring the British Consulate was closed, and the site sold to the Customs. The news that the Customs had bought land and were going to build up the enterprising Native in motion, and a dozen two-storied brick shops of pretty appearance were erected near the Custom House. In December the railway line was surveyed as far as Samshui city, and it is expected that before two years have elapsed the engine will be whistling under the walls.

2. Revenue.—The collection of Samshui (*Hk. Tls.* 118,445) is *Hk. Tls.* 5,000 above that of 1901, itself in excess of the figures for 1899. It would have been much higher had not the fickle Tariff, constantly changing, come to paralyse trade or divert it to cheaper channels. The delta Native Customs are still competing with the Maritime establishment, with the result that the supply of Cotton Yarn needed for these regions is now imported *via* Chanchuen. The revenue of Samshui, though steadily increasing, cannot become reliable until the uniformity of Import Duty for the same goods, by Foreign or Native vessels, exclusive of Likan, is assured and enforced. Kumchuk and Kongmoon suffer from the same causes as Samshui; but Kumchuk, the supplier of the rich and populous Kowloon region, has an increasing Piece Goods trade, and its income (*Hk. Tls.* 30,951) is *Hk. Tls.* 7,600 higher than in 1901. Kongmoon (*Hk. Tls.* 46,100) also exceeds the Revenue of 1901 by nearly *Hk. Tls.* 9,000; but the trade of that place cannot be gauged until a residing Foreign staff takes it in hand. At the end of 1901 three Native Custom Houses came under the control of the Samshui Commissioner—Samshui, Kumchuk, and Kongmoon. Under the old régime these Duty-paying stations were so overcrowded with unnecessary parasites that the yearly collection (some *Hk. Tls.* 40,000) was wholly insufficient to cover their emoluments, and it had to be greatly supplemented by contributions from the Hoppo head office. For 1902, instead of a deficit, the collection of the three stations has yielded *Hk. Tls.* 70,000, while the expenses have attained only *Hk. Tls.* 5,600.

3. Foreign Trade.—(a) Imports.—A large quantity, at least one-fifth, of the goods imported into the southern provinces is not Foreign but Chinese produce from the northern ports, which, owing to its passage through and transshipment at Hongkong, reaches destination labelled as British merchandise. These goods pay an *ad valorem* Duty, and the fluctuations of exchange do not touch them much. But the goods coming from Europe suffer from all the uncertainties of the exchange, and certainly during the year they have, in the delta, been bought in diminished quantity. The deplorable falling off in Cotton Piece Goods recorded in the last Samshui Report has continued during the year with increased force. Kumchuk alone has made a notable advance under this head. Not only were fewer Piece Goods purchased on the Hongkong market, but also a good number of those purchased were imported in junks and paid Duty elsewhere. Chinese importers go to the cheapest shop, the cheapest carrier, and cheapest Custom House whenever they can. Cotton Yarn is an article which, whatever its price, cannot well be missed in this region, for thousands of women require it to weave the cloth on the selling of which depends their living. Owing to the enhanced Tariff, these statistics show for the year a decrease of 8,000 piculs, which, it is stated, must have come by way of Chanchuen. Iron is not much in demand in the delta. The smiths use Old Horseshoes, discarded Ships Plates, etc., to manufacture ploughs, spades, and farming tools; and in these tools they do not put more iron than is practically necessary; for instance in a spade, edge alone is made of iron, while the central part, which is not required to cut or scrape, is made of wood. The quantity of Nail-rod and Bar Iron imported during the year—some 12,000 piculs—is, however, a progress over the arrivals in 1901. Among Sundries, Betel-nut comes this way in increased quantity (14,000 piculs), and White and Refined Sugar (20,000 piculs) seem to meet with increasing favour.

(b) Exports.—The year does not compare favourably with 1901 as regards Exports, always for the same reason of tariff competition. Paper, Shoes, Fire-crackers, and Timber are attracted to Chanchuen by a tariff fully one-half lower than the Maritime Tariff; and, as a natural sequence, all these articles show a decrease in these statistics. Straw Bags (607,000 pieces) show, however, an advance of a million pieces over the figures for the preceding year. These Bags, originally from Shihing, used to be taken to Canton and thence exported in junks; but shipping and Customs facilities are so much greater at this port that exporters are more and more abandoning junk transport. Exports from Kumchuk are almost nil, and from Kongmoon, mostly dairy, farm, and garden produce. As to Tea, there was a hope in the spring that, with an *ad valorem* Duty, the great masses of low-value Tea produced in the delta, and exported for the exclusive use of Chinese emigrants, were going to pass the Foreign Customs House on their way abroad, instead of being smuggled out of the country in piratical junks; but the subsequent rise in the Tariff, which for these Teas means a Duty ranging from 20 to 100 per cent, killed the hope and sent back would-be Duty payers to their former roundabout ways. The failure of the autumn Rice crop seemed to portend the extinction of the Rice-bird trade for the year; but not only was the passage not realised, but more birds (30,000 dozens) were exported than in the preceding season (21,000 dozens).

(c) Exports.—No remarks.  
(To be continued.)

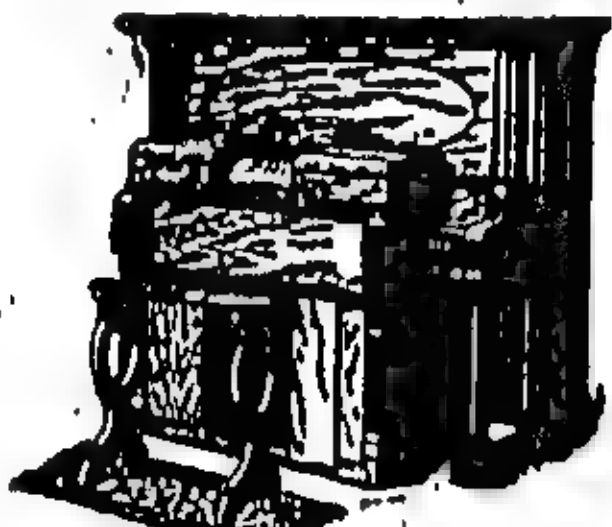
## Intimations.

## THE ROBINSON PIANO Co., LTD.

## NOTE.

ENTIRELY NEW STOCK ARRIVING. SPECIALLY AND MOST CAREFULLY CHOSEN BY OUR MR. ROBINSON, NOW IN EUROPE. GREAT REDUCTIONS in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



## THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES: PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [415]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum. PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK. INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS. Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—1, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to W. STUART HARRISON, A.M. INST. C.E., Manager. Hongkong, 2nd April, 1903.

## Intimations.

THE WORD OF HONOUR. The men who do as they say; the things that prove to be what they were said to be—how cheering it is to come upon them. We all hate to be deceived; especially when the deception is intentional. But all men are not liars, even if David did say so in his haste. If they were, society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought and sold daily on nothing more solid than the pledged promises of men—not written, merely verbal. The Stock Exchanges are often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective remedy called

WAMPOLE'S PREPARATION never deceives any who resort to it in hope of benefit and cure, we may expect to be believed. For this assurance is given on what it has done in the past in countless cases,—on its record. It is only recommended to accomplish what it was made to accomplish. Its action in Chlorosis, Anemia, Scrofula, General Debility, Throat and Lung Troubles, Blood Impurities, etc., is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying. It is effective from the stomach and agrees with the most sensitive and nervous stomachs. One bottle proves its intrinsic value. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumphs of the age." "Watch carefully against imitations." Sold by chemists here and everywhere and A. S. Watson & Co., Limited.

## THE TRADE MARKS ORDINANCE, 1893.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that CARLOWITZ & CO., carrying on business at Victoria, in the Colony of Hongkong, and elsewhere as Merchants, have on the 16th day of June, 1903, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:—

1. The Representation of an Anchor.  
2. The Representation of a Chinese Boy riding a Bicycle.  
The said Trade Mark No. 1 is intended to be used by the Applicants forthwith in respect of the following Goods:—

Iron and Steel Pig or Cast, Iron Rough, Iron Bar and Rail including Rails for Railways, Iron Bolt and Rod, Iron Sheet and Boiler and Armour Plates, Iron Hoop, Lead Pig, Lead Rolled, Lead Sheet, Wire, Copper, Zinc and Gold in Ingots in Class 5.

Sewing Machines, Weighing Machines, Machine Tools and Mining Machinery in Class 6.  
Knives, Forks, Scissors, Shears, Files and Saws in Class 12.  
Anvils, Keys, Basins (Metal), Needles, Hoes, Shovels and Corkscrews in Class 13.

Plate, Clock Cases and Pencil Cases of Precious Metals (including Aluminium, Nickel, Britannia Metal, &c.), Sheffield and other Plated Goods and Gift and Ornamental Wares in Class 14.  
Window and Plate Glass, Painted Glass, Glass Mosaic and Glass Beads in Class 15.

Boats, Chain Cables and Rigging in Class 21.  
The said Trade Mark No. 2 has been used by the Applicants since the month of October, 1901, in respect of the following Goods:—  
Knives, Forks, Scissors, Shears, Files and Saws in Class 12.

Anvils, Keys, Basins (Metal), Needles, Hoes, Shovels and Corkscrews in Class 13.  
Plate, Clock Cases and Pencil Cases of Precious Metals (including Aluminium, Nickel, Britannia Metal, &c.), Sheffield and other Plated Goods and Gift and Ornamental Wares in Class 14.  
Cotton Yarn and Sewing Cotton not on Spools or Reels, Sewing Cotton on Spools or Reels in Class 25.

Cotton Shirtings and Long Cloth in Class 24.  
Cotton Lace, Cotton Braids and Cotton Tapes in Class 25.  
Linen and Hemp Yarn and Thread in Class 26.  
Linen and Hemp Piece Goods in Class 27.

Linen and Hemp Goods (not included in Classes 25, 27 and 30) in Class 28.  
Lute Yarns and Tissues, and other Articles made of Jute (not included in Class 30) in Class 29.  
Silk, spun, thrown or sewing in Class 30.

Silk Piece Goods in Class 31.  
Silk Goods (not included in Classes 30 and 31) in Class 32.  
Yarns of Wool, Worsted or Hair, in Class 33.

Cloths and Stuffs of Wool, Worsted or Hair, in Class 34.  
Woolen and Worsted and Hair Goods (not included in Classes 33 and 34) in Class 35.  
Hats of all kinds, Caps and Bonnets, Hosiery, Gloves, Boots and Shoes, and other ready-made Clothing in Class 36.

Envelopes, Sealing Wax, Pens, Envelopes, Gold Pens, Ink, Playing Cards, Blotting Cases and Copying Presses in Class 39.  
Umbrellas, Walking Sticks, Brushes and Combs in Class 50.

Facsimiles of the said Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Under-Signed.  
Dated the 14th day of August, 1903.  
JOHNSON, STOKES & MASTER, Solicitors for the Applicants, 8, Des Voeux Road Central, Hongkong.

THE HONGKONG STUDIO. HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903. [11200]

## Consignees.

ACCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of CARGO per Steamship

"DORIC," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 20th instant will be subject to rent.  
All Claims must be sent in to me on or before the 23rd instant or they will not be recognised.  
No Fire Insurance has been effected.  
J. STUART THOMSON, Acting Agent, Hongkong, 13th November, 1903. [1]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents, Hongkong, 9th November, 1903. [13416]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR," FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th instant will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents, Hongkong, 10th November, 1903. [13426]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th November, will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 18th November, at 9.30 A.M.  
All Claims for damage must be sent in before the 23rd November, or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the Undersigned.  
NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents, Hongkong, 11th November, 1903. [6536]

Intimations.

PURE DELICIOUS REFRESHING

may now be had in Cases of 4 Doz. Quarts at \$15.00.

MADEWEN, PRIOKEL & CO., 3, DUNDRELL STREET.

1st September, 1903. [6506]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO. Hongkong, 10th January, 1903. [5993]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AKI MARU	VICTORIA, B.C., and SEATTLE	TUESDAY, 17th Nov., at 4 P.M.
J. W. Ekstrand	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 20th Nov., at Daylight
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 27th Nov., at Daylight
J. W. Wale	MOJI and/or KOBE & YOKOHAMA	SATURDAY, 28th Nov., at Daylight
HIROSHIMA MARU	LONDON, &c.	TUESDAY, 1st December, at Noon
J. Nagao	BOMBAY, &c.	
SADO MARU		
S. J. G. Parsons		
BOMBAY MARU		
T. Mura		

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 14th November, 1903.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-04.
Shamshu	9,606	W. M. Smith	Nov. 14
Olympia	2,837	A. Dixon	Nov. 25
Tacoma	2,812	M. Ridley	Dec. 15
Victoria	3,502	J. Truebridge	Dec. 19
Tremont	9,606	T. W. Garlick	Dec. 24
Lyra	4,417	G. V. Williams	Jan. 21

† Cargo only.  
Steamers marked (\*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents, Hongkong, 28th October, 1903. [8742]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th November, 1903, at 1 P.M., the Company's Steamship "AUSTRALIE," Captain Veron, with Mails, Passengers, Special and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Oceanic* bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 16th instant, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, 4th November, 1903. [10046]

## Hotel.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 19th October, 1903. [11162]

## Insurances.

## NEW ZEALAND INSURANCE COMPANY.

FIRE AND MARINE.

ESTABLISHED 1859.

CAPITAL £1,000,000.

HAVING been appointed AGENTS for the above Company, we are prepared to issue Policies of Insurance at Current Rates.

REISS & CO., Agents, Hongkong, 5th November, 1903. [13298]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1901. [13298]

## To be Let.

TO LET.

NO. 1, RIFON TERRACE (in FLATS).

HOUSES in WONG NEI CHONG ROAD facing Race Course.

FLATS in MORRISON TERRACE, facing the Polo Ground.

OFFICES now in course of erection, CONNAUGHT ROAD (near BLAKE FERR).

GODOWNS in BLUE BUILDINGS, GODOWNS for Coal or Yarn, PRAVA E ST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 12th November, 1903. [13596]

TO LET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD, Nicp Houses, 4 Rooms, Bath-Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd. Hongkong, 12th September, 1903. [1016]

TO LET.

FURNISHED HOUSE on the ROBINSON ROAD LEVEL.

Apply to—LINSTEAD & DAVIS. Hongkong, 10th November, 1903. [13498]

## Intimations.

## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 10, HOUSE ROAD.



**Intimations.**

**S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

**ERATED - - WATERS.**

THE WATER we use is THE PUREST that can be obtained, and is carefully filtered on the most scientific principles.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

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Hongkong, 20th March, 1903. [355e]

HE Beer to drink in the tropics is the Beer made in the tropics—**SAN MIGUEL.**

**NOTICE.**

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any returned M.S. nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

**The Hongkong Telegraph.**

HONGKONG, SATURDAY, NOV. 14, 1903.

**INSTRUCTION OF NAVAL OFFICERS.**

The new scheme of instruction for officers in the Navy has had its first application in the entry of seventy-five cadets averaging in age between twelve and thirteen years. The Naval College, which takes the place of H.M.S. Britannia, is situated in the Isle of Wight, on the grounds which formed part of the Osborne estate in the life of the late Queen. Under this scheme of entry the dividing line between engineer officers and those who do duty on the upper deck disappears, and, thanks to the new regulations, the Engineers in a ship will be executive officers who have specialised in the particular subject of engineering; much the same as under the present order of things executive officers specialise in such subjects as gunnery and torpedo. Recently, the importance of machinery has gained ground with such rapid strides on board H.M. ships-of-war that a knowledge of engineering on the upper deck has, in a great measure, supplanted what in former days was known as seamanship. The Engineer entered into the old line of battleship under a disadvantage. He was at first regarded as a fish out of water and the old type of Naval Officer, backed by the splendid traditions of his forebears, looked with disfavour on the newcomer who, working below hatches and without the years of training and acquaintance with the elements that breeds the seaman, was going to take from him the very life and soul of his ship. It was natural that the newcomer should be looked upon as an intruder under those circumstances and that the seaman, feeling that part of his command was slipping from him, guarded with the strictest jealousy what remained. But this very fear of him was in itself a shadow of respect, amply justified by the march of events, so that a newer generation of executive officers sprang up in course of time, more in sympathy with the engineer than in the face of tradition, he cared to admit. It was at length universally recognised that a hard and fast dividing line between the stoke-hold and upper deck could no longer exist and under the new scheme of entry this line has at last disappeared. The cadets at Osborne will, up to a certain point, be all brought up together, that is to say, they will all start with a similar grounding in their profession, and what is of no small importance, they will have the same sympathies and the same general ideas. At this point they will separate for a time to specialise in the particular branch which they have most aptitude for, only to reunite again on board ship. Thus each department will take a special pride in the particular work allotted to it, while, as regards actual standing, neither can be said to be superior to the other. In future if there is pressure on the upper deck the officer from engine room can lend a helping hand, and conversely if the engine-room is hard pressed, the upper deck can take off its cap and jacket and come down to lend a hand with the oil can below. Though it will be some years before the effects of the new organisation will make themselves felt, the results of the new training will be expectantly watched for by all those interested in the well-being of our Navy.

**LOCAL AND GENERAL.**

THE E. & A. s.s. *Empire* has been docked at Shanghai.

CH'AN POI, translator in the Registrar General's office, has been appointed translator to the Land Court.

It is reported that the steamer *Prism* has been sold, through Messrs. A. Drewell & Co., to Mr. K. Kishimoto, of Osaka.

If you want fresh film and good film, you can get them at LeMunyon's; they are guaranteed.—*Adv.*

THE prohibition to export arms, etc., has been extended for a further period of six months from and including the 28th inst.

THE *National Gazette* hears that the Chinese Government is about to order the adoption of European costumes in the near future.

SUBJECT to the King's approval, H. E. the Governor has appointed Mr. C. McL. Messer, assistant land officer for the New Territories.

THE Beer to drink in the tropics is the Beer made in the tropics—**SAN MIGUEL.**

If you want first class developing and printing, go to LeMunyon. Also strictly fresh film.—*Adv.*

HIS Majesty the King has approved the appointment of Mr. A. W. Brewin, Registrar General, as an official member of the Legislative Council.

BALL firing will be carried out by the 93rd Burma Infantry on Monday, between 9 a.m. and 1 p.m., on ground between Kowloon Pass and Grasscutters' Pass.

THE King has not been advised to exercise his power of disallowance with respect to the Ordinances Nos. 11 of 1902; 11 of 1903; 12 of 1903; and 13 of 1903.

If you want a first class photo of yourself you can get it at LeMunyon's.—*Adv.*

HIS Excellency the Governor has appointed Dr. P. Gibson to be deputy health officer of the port, for so long as he continues in partnership with Dr. G. P. Jordan, or until further notice, vice Dr. J. H. Swan.

THE *Avenir du Tonkin* reports that on the 7th inst., at Saigon, a young French lady fired four shots from a revolver at a gentleman. No names are mentioned, but it is stated that the victim, who is wounded in the head, is not expected to live.

A LONDON despatch has been received, in Tokio stating that thirty-five steamers loaded with Cardiff coal for the Russian Navy in the Far East will leave England within three months of date. Assuming each steamer to carry 5,000 tons we have a total quantity of 175,000 tons.

THE following rule was made by H. E. the Governor in Council, on the 11th inst.:—No person shall within the waters of the Colony kill or take any fish by means of any explosive whatsoever unless he shall have previously obtained the permission of the Captain Superintendent of Police so to do.

A GENERAL meeting of promoters of the proposed Central Bank of Corea took place at Seoul on the 1st inst. Chin Shou-kun was elected as president. The capital of the bank is to be three million divided into 60,000 shares of yen 50 each. The Imperial Household will subscribe for 50,000 shares and the rest will be offered to the public. When one-fifth of the capital is subscribed, early next month, the authorities intend to authorize the bank to open for business.

It is notified in the *Gazette* that for the purposes of Regulation No. III. in His Majesty's Order in Council of the 11th day of August last made under the Imperial Sugar Convention Act of 1903 (3 Edw. 7), the Colonial Secretary of Hongkong for the time being is the "Fiscal Authority" for this Colony, and that all certificates of origin relating to sugar to be exported must accordingly be declared before him and must be in the form of which copies can be had on application at the Colonial Secretary's office.

THE volcano of Maunaloa, near Honolulu, continues in a state of eruption. Owing to the inaccessibility of the region, which is at an elevation of 13,000 feet, reports conflict as to whether there is a flow of lava, but agree that the illumination is visibly reflected from the clouds 150 miles away. One report says three streams of lava which started from the crater have merged into one lower down the mountain. An excursion steamer loaded with sightseers has left Honolulu and exploring parties have gone out from Lilo.

We are still doing business at 31, Des Voeux Road.—*LeMunyon.—Adv.*

THE Russians give as their reason for the re-occupation of Moukden that the Chinese failed to comply with their demand for the execution of two officials that killed a leader of mounted bandits, who was serving the Russians. The Russian authorities demanded the execution of these officials within five days. Failing compliance they threatened to capture Moukden. The actual reason for the re-occupation of Moukden, however, is believed to be due to Russia's objection to the opening of Moukden and Antung as provided for in the American and Japanese revised Treaties with China.—*Asahi.*

It is reported from Peking that H. E. Li Ching-hsi (nephew of the late Marquis Li Hung-chang), at present Governor of Kweichow province, is going to be appointed Imperial High Commissioner to Kwangsi with full powers to crush the rebellion now going on there. The reason why Governor Li Ching-hsi has been selected for this work, it is stated, is due to the fact that while His Excellency was in Peking about five weeks ago he offered to the Throne to raise two million taels and equip a special force of 20,000 men to restore peace in Kwangsi province. It seems probable therefore that the central Government intends to take Governor Li at his word.

A RECENT controversy between two of our Yokohama contemporaries respecting the generally accepted meaning in the east of "Japanese Girls" was carried to some length, and a deal of light was thrown upon the present prevailing system of the exportation of girls procured from the interior and ports of Japan, to Hongkong, Singapore, and Calcutta. Though some prudery was manifested in the discussion, nevertheless there would seem to be a deal of truth in the statement that wholesale procuring and exporting take place by nearly every boat leaving Japan for the ports above-mentioned. On a boat just arrived from Japan the writer of this saw a number of girls taken ashore at Moji by the police. These had been stowed away in the fo'c'stle by some enterprising procurer, no doubt, who thought to evade the examination of the authorities who do their best to prevent this traffic. Still the numbers that get through are considerable, and it is a cause of great anxiety to the Japanese government.—*N. C. D. News.*

THE Beer to drink in the tropics is the Beer made in the tropics—**SAN MIGUEL.**

**PRESENTATION TO H. E. THE GOVERNOR.**

**CHINESE GRATITUDE.**

An interesting ceremony took place at Government House at noon to-day when the *Kai-fong* of Second and Third Streets, in the Western District of the Colony, presented His Excellency the Governor with an embroidered canopy on the eve of his departure from Hongkong.

As is well-known, the question of the successful treatment of Chinese plague patients is one that has engaged Sir Henry Blake's considerable attention. Early this year His Excellency undertook to carry out certain experiments in the worst district in the Colony, and was given two blocks in No. 9 District in which to conduct his experiments. The result of His Excellency's efforts to combat the plague in this district has already been published.

Those present at the function to-day were Sir Henry Blake, Lady Blake, Sir John Keane, A.D.C., Hon. W. Chatham, Hon. Dr. Atkinson, Dr. Pearce, Col. Webb, R.A.M.C., Hon. A. W. Brewin, Registrar General, Inspector Gidley, Messrs. Fung Wa Chun, Lau Chu Pak, Liu Yi, Lau Chin, Cheng Tai, Mak Hi, Tsang Sang, Mak Chak, Kwok Nam, Cheong Chi, Chan Chun, Tam Chun, Man Ling, Fung Ken, Yuan Shan, Wan Foon, Mang Yat, Chan Ki, Mak Sui, Chak Cheung, Man Chai, Fung Koa and Wong Wai, and the members of the *Kai-fong*.

Punctually on the stroke of twelve a characteristic Chinese procession marched through the entrance gates, headed by two boys carrying lanterns on which were characters meaning, "With the greatest respect, we appreciate your Excellency's benevolence," and after passing the main porch of Government House it halted for the representatives of the *Kai-fongs* to alight from their chairs.

After the members of the Committee had been presented to the Governor, Mr. Liu Yi said:—Your Excellency,—"The members of the Committee representing the *Kai-fong* of Second and Third Streets are met here to-day to crave your Excellency's pleasure to accept a memento of the work which your Excellency, at great personal inconvenience, conducted in the interest and for the protection of the lives of the inhabitants of No. 9 District in this Colony. At the commencement of the annual visitation of plague this year, your Excellency inaugurated the experiments in the treatment of Chinese patients. Those experiments resulted in immense benefit to the people in this locality. The sympathy for the suffering of the poorer citizens of this Colony, so generously manifested by your Excellency, deeply touched them, and moved us, as the representatives of the district which came under your special and benign care, to an expression of our gratitude to you. It was the unpriced desire of every one of us that a souvenir should be subscribed for and presented to your Excellency now that you are so shortly to leave Hongkong at the conclusion of your period of administration here. This souvenir takes the form of a canopy of no intrinsic value, but testifies none the less to the sincere appreciation and thankfulness of those who feel, so sensibly, your Excellency's solicitation for the assuagement of their troubles when beset by the calamitous ills such as befall us with each direful visitation of the dreaded scourge. We beg you, Sir, to accept the memento with our reiterated thanks. With this expression we couple the prayer that both you and Lady Blake may have long years before you to enjoy to the full the blessings of health and prosperity and the reward of His Majesty for the unequalled success of your administration in Hongkong. Like the Chinese in this Colony, the natives in the new sphere of your sympathetic government will not take long to realize what a loss we suffer by the inestimable gain they attain in your elevation to a higher post in the service of the King in Ceylon.

H. E. the Governor said:—Mr. Liu Yi and members of the Committee of the *Kai-fong* of Second and Third Streets. I have received from time to time addresses and presentations, but never one that I have received with greater pleasure than this beautiful umbrella which will be a memento of the work that you and I undertook and carried out during last summer—work, the effect of which may be more far reaching than is considered probable at present; for it has shown that it is possible to secure the co-operation of the people in public work as in private business, and such co-operation smooths away difficulties and carries out with pleasant ease precautions that, under other circumstances, are only irritating. I have already spoken to you and thanked you for your assistance, and I take this opportunity of saying how much the district is indebted to the good work done by Dr. Yeung Chuk Hing, of the Tung Wa Hospital, who visited the experimental block twice, and some times three times, each day and gave medical attendance, where necessary, without fee or reward. I am glad to hear that your influence has spread to the neighbouring districts and that at present High Street and other parts of No. 9 District are working in co-operation with the Sanitary Board. Dr. Pearce informs me that the cleansing operations in No. 9 District are proceeding with three times the rapidity that they are in any other district in the city. This is very satisfactory, and I hope that the system which you have inaugurated will ultimately extend or, in a short time extend, to the whole city, and that I shall hear, when far away from Hongkong, that the Sanitary Board has ceased to be looked upon by the people with fear and trembling, and that the medical officers of health are received, as you receive them, as friends, and that the duties of the sanitary inspectors will be rendered light by the personal supervision of the *Kai-fongs* of the district. When that time comes, I hope and I think that the health of the city will be greatly improved, and you will be proud that you were the first to assist in the inauguration of a

system, the result of which may be the cleansing of the city from this terrible plague with which we have been scourged for the past ten years. I thank you most heartily for this beautiful presentation, and I shall ever remember that you, who have presented it to me, have shown me how easy it is to induce the Chinese people to assist in the operations that are undertaken for their benefit when these operations are explained to them in the beginning. I hope you will convey to the inhabitants of the experimental block, with which I was so closely connected, my high appreciation of the manner in which they met me on that occasion, and the manner in which they carried out the instructions given them by me. I earnestly pray for the health and happiness of you and them, and your freedom from the dangers that, in the future, may possibly threaten this city. (Applause)

The proceedings then terminated.

The canopy is a fine specimen of Chinese embroidery, measuring about ten feet in diameter. It is worked in gold thread on crimson silk, and is, according to Chinese custom, a fitting symbolical presentation to a personage holding the high rank of a governor. The design is essentially Chinese, and depicts the usual characteristic emblems of mythical dragons, phoenix, and women on horseback.

A prominent feature is the Chinese characters in gold on a green ground (赤保慈仁), meaning "In your goodness of heart you protect the people."

On two long ribbons are inscribed the names of the committee in red letters, and a silver plate sewed on to the ribbon has engraved on it the following inscription:—

To His Excellency  
Sir Henry A. Blake, G.C.M.G.,  
Governor of Hongkong,  
Commander-in-Chief  
and Vice-Admiral of Same.

Chan Ki.  
Chak Cheung.  
Mak Sui.  
Mak Hi.  
Mak Chak.  
Lau Chiu.  
Liu Yi.  
Wang Wai.  
Tam Chun.  
Man Ling.  
Cheng Tai.

Fung Kun.  
Shai Ki.  
Tsang Sang.  
Cheong Chi.  
Wan Foon.  
Mang Yat.  
Chan Chun.  
Fung Ken.  
Man Chai.

Second and Third Street *Kai-fong*.

**COLLECTING TESTIMONY.**

Another serious robbery with violence is reported from Yaumati, and when the facts were related at the Magistracy this morning there appeared to be a wide difference in the tale told by the witnesses. It was alleged that between eight and nine o'clock on Thursday evening three men hailed a sampan woman going off the Yaumati shore and when they got aboard she was directed to pull to a certain junk lying some distance away. This she proceeded to do, but had not got very far on the journey when one of the men seized her and threw her down, another robbed her of jewelry, valued at \$22, and the third man got hold of the oars and commenced pulling the boat back to the shore. The woman alleged that she was thrown overboard, but managed to cling to the stern and shout for assistance. An Indian constable hearing the noise went to the water's edge just in time to see one man spring out of the boat and rush away. He alleges that he got the other two, but the assertion is not corroborated by two sepoys, who stated that, hearing the cries of "save life" coming from the boat, they waded in the water and seized the man who was holding the woman. The other two, they say, sprang overboard, one of whom they caught. The Indian constable asserted that he arrested one man, and the sepoys handed another over to him. The case was adjourned till Monday.

**SOCIETY OF ST. VINCENT DE PAUL.**

The annual *al fresco fete*, in aid of the funds of the Society of St. Vincent de Paul, will be given to-morrow evening, from 9 to 11, in the grounds of the Roman Catholic Cathedral. The Society is one of the oldest charitable institutions in the world, having been founded in Paris in the 17th century, and the Hongkong branch has done, for many years, much good amongst the aged and poor in the Colony, by distributing gifts of food and clothing. The gathering will doubtless be well attended by the many amongst us who are always willing to aid in a deserving cause. The *fetes* of the Society are always well organised and the one on Sunday promises to be particularly replete with interest and amusement. Various articles, consisting mostly of needlework and toys, will be offered for sale. Tickets of admission, at \$1 each, entitling the holder to a *souvenir*, can be obtained at the gate on the evening of the *fete*. By kind permission of Major Radcliff and officers, the band of the 93rd Burma Infantry will attend and the evening promises to be a most enjoyable one.—The following is the programme:—

March..... "The Turkish Patrol" by Emilie Waldenfel.  
Polka..... "Flowers" by Leslie Stuart.  
Selection..... "The Gay Parisienne" by Carl Kiefer.  
Intermezzo..... "Cavalleria Rusticana" by Barker.  
Waltz..... "The Jewel of New York" by Charles Coote.  
Selection..... "San Toy" by Sidney Jones.  
God save the King.

**FOOTBALL.**

There will be a match on Monday H. K. C. C. "A" team v. V. R. C. team. Kick-off at 4.30 p.m. The following will represent the Club:—Goal, A. N. O'Neil; Backs, C. T. Kew (Capt.), H. C. Austen; Halfbacks, J. M. Forrester; W. T. Caulfield, R. E. H. S. Gaskell, R. E. Forwards, E. J. Davies, W. H. Williams, P. H. Campbell, R. L. Chesney, R. E. L. C. Rees.

THE Beer to drink in the tropics is the Beer made in the tropics—**SAN MIGUEL.**

**THE RISK IN SILVER.**

The most hopeful sign of the times in mining in British Columbia is the fact that silver is rising. For over two years the white metal has been de-pendent. Prices were low and there seemed no reason to expect a revival. The production seemed to be altogether too great for the demand, and curiously enough the production continued even in the face of a falling market. This, of course, was explained by the fact that silver is produced in great quantities as a by-product in many mines that are never counted as silver mines. The Lake Superior mines, for instance, produce about 50 cents of silver to the ton, and the Montana "properties," which were first opened up as silver properties, still produce considerable quantities of that metal. In fact that is the case with almost all the copper and copper-gold properties in both North and South America, and consequently the market price of silver never has the same effect on that metal as the prices of other metals have on their production, or even as much effect on silver itself as the price of some other metals might.

The recent rise in silver itself cannot, says a Vancouver exchange, be accounted for by the fact of a smaller production, because the production is not smaller, but larger, than it was two years ago when the price took such an apparently unwarranted slump. But on the other hand the demand is undoubtedly greater, as the figures of the United States exceed the exports by \$229,021, something that has not occurred for years previous. This simply means that the United States, instead of being the heaviest exporter of silver to the great silver using countries, China, Japan and India, is an importer of silver herself. This leaves Mexico and South America as practically the only countries in the market selling silver, as nearly all other parts of the world consume what they produce except Australia, and her production is hardly sufficient to have any important bearing on the markets of the world. This being the case, and coupled with the fact that India, which has been off the market for over two years, is again a purchaser, while China has quieted dumping silver and is again buying, the rise is natural.

The sensational rapidity of the rise during the past thirty days, however, cannot be ascribed altogether to natural causes. There is undoubtedly manipulation and lots of it. It will be remembered by those who have followed silver that when the white metal was at its lowest, last January and February, the Guggenheim Whitney syndicate, as it is called, went into Mexico and Arizona and bought silver mines to the extent of some \$60,000,000, which along with their already large holdings, made them the largest silver owners in America, either North or South. Shortly after this the rise commenced and it has continued ever since. Such publications as the *Mining and Scientific Press* and the *Engineering and Mining Journal* claim that a large part of the rise is due to the manipulation of this syndicate, which is closely allied with the American Smelter Trust.

**MORE WRECKAGE.**

**NEAR HONGKONG.**

Another tale of the sufferings of native crews during the severe storms recently experienced in the China Sea is brought to Hongkong by the s.s. *Hupei* which arrived from Cebu and Iloilo this morning. Captain H. Mathias reports that after he left Hongkong on the 28th ult. and had proceeded about 40 miles to the south, south-east of the port he saw a wrecked junk drifting about with three Chinese on board. The steamer slowed down, but before the men could be rescued two of them were drowned, and the third was taken on deck in a very exhausted condition.

**AN OFFER OF VICEROY TSEN CH'UN-HSUEN.**

A dispatch received by a Chinese official at Shanghai from Canton states that Viceroy Tsen a few days ago telegraphed to the Throne declaring that as Manchuria was the cradle of the present dynasty and race, it should be the duty of all the Emperor's subjects to fight to the death for the integrity of the Three Eastern Provinces (Fengtien, Kirin, and Heilungchiang) and free them from the encroachments of the Russians. He (Viceroy Tsen) therefore gladly volunteers to lead the Imperial armies now under his command against the Russians. In reply to the Viceroy's offer of services, which, by the way, was sent on the 1st inst., the Emperor commends His Excellency's patriotism and loyalty to the Throne, but commands him to remain for the present in the Two Kwang; where his efforts at restoring order in Kwangsi are deeply appreciated by their Majesties. The Emperor, however, goes on to assure His Excellency that in the event of war being declared his loyal offer will not be forgotten and that special commands will be forwarded to Canton.

**SHIPPING AND MAILS.**

**MAILS DUE.**

Tacoma (*Olympia*) 16th inst.  
French (*Armand Behic*) 16th inst.  
Indian (*Armaton Agar*) 16th inst.  
American (*Siberia*) 20th inst.  
Australian (*Eastern*) 20th inst.  
Indian (*Latsang*) 23rd inst.  
Canadian (*Empress of Japan*) 24th inst.  
French (*Tacoma*) 4th prox.  
French (*Australien*) 8th prox.

The M. M. Co.'s s.s. *Australien* left Shanghai on 14th inst., at 5 a.m., and is expected to arrive here on Monday, a.m.

The M. M. Co.'s s.s. *Armand Behic* with next French Mail left Saigon to-day, and is expected here on Tuesday, at daylight.

The P. M. S. S. Co.'s s.s. *America* with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on 10th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—**SAN MIGUEL.**



## TELEGRAMS.

(Reuter's.)

## The King and Queen of Italy's Visit to England.

LONDON, 12th November.  
It is officially announced that the King and Queen of Italy will arrive at Portsmouth on the 17th instant on board the Royal Yacht *Victoria and Albert* escorted from Cherbourg by a British squadron.

## The Macedonian Atrocities.

Seven hundred and eighty men of the Frizend Battalion have been tried at Salonika for atrocities in the Vilayet of Adrianople; seventy-five were acquitted and the remainder banished to Yemen.

LATER.

## France—Church and State.

Mr. Combes, speaking in the Senate, said that in the course of the session the Government would introduce a Bill prohibiting members of congregations to engage in education of any form; the Government had deferred applying the prohibition to the ordinary clergy, pending the decision on the question of the separation of Church and State which would probably come before Parliament in 1904. The Government was determined to end the present situation which disturbed the moral tranquility of the country. The speech has made a great sensation.

(Manila Cablenews.)

## Bulgarian Conspiracy.

Vienna, 10th November.  
Several Bulgarian officers have been arrested in Sofia, Bulgaria, for plotting against the throne of Prince Ferdinand.

## Gold Coinage in Panama.

Colon, 10th November.  
The new republic of Panama, which had been formed, or rather is now being formed out of the Department of Panama, of the State of Colombia, is to be on a gold basis from its start. The leaders of the revolution who will be the heads of the new government, announced this to-day. From its initiation the republic will guard against the evils of other South and Central American republics which suffer from a debased coinage.

## Empress Dowager to Leave Peking.

Peking, 9th November.  
The Dowager Empress is making speedy preparations to leave here. The difficulties in which the Empire has become involved have seriously unsettled her mind, and fearful of safety, she will attempt to elude those who see chaos in her undignified flight. Trouble is momentarily expected and great excitement prevails.

## U.S. Transport "Sheridan."

Honolulu, 9th November.  
The transport *Sheridan* has arrived here from San Francisco, all well on board.

## U.S. Senator Dead.

Philadelphia, 9th November.  
Senator Stephen B. Elkins is dead. Elkins has long been a power in the politics of Pennsylvania and exercised considerable influence in the United States Senate.

## Candidates for the Speakership in U.S.A.

Washington, 8th November.  
The republican caucus has agreed upon the Honorable Joseph Cannon of Illinois as the party candidate for speaker of the House of Representatives.

The Democratic caucus has agreed upon Representative Williams of Mississippi.

(Japanese Exchanges.)

## Russia Apologizes for the Fagura Incident.

Seoul, 4th November.  
The Russian authorities have apologized to Mr. Fagura; but Russian soldiers continue to instigate the mounted bandits in the neighbourhood of Ryong-an to commit outrages on the junkmen who carry Japanese. The Russian ships at the place fire guns at random every night and a strict watch is still kept on Japanese. It is believed here that the Japanese authorities will not be satisfied with a nominal apology.

(Osaka Mainichi.)

## War Still Possible.

LONDON, 4th November.  
The reports from Russia regarding the situation in the Far East are again of a bellicose description.  
All passports for officers in the Reserves have been intercepted.  
Three additional Regiments for service in Manchuria are being formed.

## Reported French Intervention.

LONDON, 2nd November.  
The *Gaul* is (Paris), in the course of an article on the visit of Count Lamsdorff to Paris, and the meeting between the Russian Foreign Minister and M. Delcasse, attributes to the French Government an intention to unite with Russia in bringing pressure to bear upon Japan to conform to Russian requirements.  
The *Gaul* adds that the French Minister to Tokio has been instructed accordingly.

THE *Daily World*'s London correspondent says: The projected scheme for the construction of a new admiralty graving dock at Esquimaux, if carried out, will be a great boon, not only to Pacific station but to the Chinese station, where so many immense first-class battleships and cruisers are stationed. The flagship *Grafton* could scarce scrape through the entrance of the existing dock and would only have a foot or two of water below her on the sill, whilst first-class cruisers of the *Spitfire* and *County* class could not enter at all. The 65 feet entrance of the dock limits its occupants to 8,000 tons cruisers.

## THE "EMPERESS"—"KWANG TAI" COLLISION.

PROCEEDINGS IN ADMIRALTY.

Shanghai, 7th November.

Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander Moore, J.N., U.M.S. Sirius, Naval Assessor.  
The Imperial Chinese Government, the owners of the cruiser *Kwang Tai* v. the owners of the steamers *Empress* of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A.C. Platt for the defendant company.

(Lieut. Chang's examination in chief continued.)—I went from the bridge in a few minutes to the deck to inspect the damage done by the collision. On the port side I saw a gig and a cutter damaged and a gun on the port-quarter swung round, the muzzle pointing forward. The gun carriage was broken. This was a 40-pounder gun. The muzzle would ordinarily project more than a foot from the side of the ship. There was no other damage there, but below the waterline the water was pouring into the ship, but I cannot exactly locate from where. Before the collision, while I was on the bridge, I did not lose my presence of mind. I did not feel anxious even, because I thought the overtaking ship would keep out of the way.

Mr. Sharp remarked that defendants did not suggest the cruiser's officers lost their presence of mind on account of the *Empress* behind them, but on account of a junk in front of them.

Witness—I saw a small light as of a junk on our port side. Junks usually carry a common glass lamp, giving a light visible with the naked eye on a night like this at about two miles' distance. We use telescopes on our ship and have them on the bridge and use them from time to time. I scanned the horizon several times and saw this junk, but it was not in the way and I did not lose my presence of mind. It looked as though the *Empress* would pass the cruiser very close, but the Captain gave no orders to give any particular signals to her. From my experience in the navy I considered a safe distance for a steamer to pass another ship would be a mile.

Mr. Sharp—I should think to pass a Chinese man-of-war that would be perhaps a safe distance.

Mr. White-Cooper put in tracings of the original plans of the *Quangtai*, sent down from Foochow.

Witness—The ram of the *Quangtai* projects 13 feet from the bow. The *Quangtai* takes about six minutes to swing round in a complete circle when going at full speed. The diameter of the circle would be about 700 yards, and the circumference more than 2,000 yards. That would be with the helm hard over. The figures are these which have been told to me; I have only been two months on board and have not tried by myself.

His Lordship asked if any witness would be called to state that turning trials had been made on the ship.

Mr. White-Cooper feared not since the Captain was drowned.

His Lordship remarked that it was quite evident witness did not know how long it would take to swing round.

Witness—I had been to Hongkong and back, once on the *Quangtai*, but had not been on any naval manoeuvres with her.

His Lordship thought it right to intimate the impression made on the expert minds of the Assessors and suggested that it was not worth while to continue this line of evidence. Mr. White-Cooper was, he said, really cross-examining his own witness.

Witness—Our bowsprit is 20 feet long. I left the *Quangtai* after the collision at 1.30 a.m. in one of the *Empress*'s boats. The *Empress* was then lying about a mile off. The effect of the collision was not to take the way of the *Quangtai*, which drifted, however, some distance, though I do not know which way. I saw the *Quangtai* sink, stern first. After the collision occurred, but not until just before the *Quangtai* sank, I saw some junks. These came very nearly up to the *Quangtai*. The junk I saw before the collision was about two or three miles off.

Witness—(cautioned): I am employed in the Foochow Arsenal. I was the student of the designer of the *Quangtai* when she was built. The original plans are at the Arsenal. The tracings produced are correct. They were not made by me.

Lieut. Chang, recalled and cross-examined by Mr. Sharp: I was assistant navigating lieutenant of the *Quangtai*. On this particular night the Captain was himself navigating the ship during the whole of my watch. From 11 p.m. onwards the Captain did not leave the bridge; all the orders as to navigation were given by him. I myself first observed the *Empress* at 11 p.m. but others on the *cruiser* had seen the lights earlier. I was told the light was astern before I looked round, and saw it. When I saw the light it was dead astern; there were two masthead lights visible. A little later I saw also the two side lights. The *Empress* was, as nearly as I could tell, in a line with us. Every time I looked round I still saw the two side lights astern. I saw them about five minutes before the collision. Between that time and the collision I did not look round again. It was quite correct that five minutes before the collision the *Empress* was dead behind, was overtaking us quickly, but that I did not take the trouble to look round again. At 11.15 the first report was received from the lookout at the stern. The ships were then about six or seven miles apart. The Captain gave the order that the *Quangtai* was to keep her course. The quartermaster would not have changed his course if the *Quangtai* had not been given. No measures were taken by the *Quangtai* to avoid the collision, except to keep her course. I know the duties of an overtaken ship. I consider it the right thing for an overtaken ship, when another is right behind simply to keep her course.

## Mr. Sharp—Then I think you will have much to learn before you leave this Court.

Witness put the models in the positions he considered the ships occupied before the collision and then moved them through the stages of the collision. In answer to further question he said: The bows of the two ships swung apart before the bow of the *Empress* got up as far as the *Quangtai*'s bridge. I did not see the bow myself; I only saw the light on it, when the bows were swinging apart. It was the two aft boats of the *Quangtai* that were carried away. Our foretop had already been taken down on account of a typhoon. At no stage whatever of the collision did the bows of the two vessels come together. Our bowsprit never struck the bow of the *Empress* nor did our port bow strike the starboard bow of the *Empress*. The course of the *Quangtai* was not changed just before the collision in order to avoid a junk. The course of the *Quangtai* had not been changed on account of a junk the whole time I was on the watch. Just after passing Lamock Island we saw a large steamer pass us on our port. Her lights were visible on our port bow the whole time, but she was a long way off. Our course W.S.W. was subject to a 5° deviation. We have a deviation table in the compass box. The deviation table was tested for this particular voyage and was 5° W. I do not know whether the hole made in our port quarter was large or not. It took an hour and three-quarters for the ship to sink. When the water began to pour in the Commander gave orders to have the pumps worked. I suggested putting a sail over the hole, but this was not done. There ought to be proper collision mats on board, but I had only been on board two months and did not know whether there were any or not. I made the entries in the log for my watch. The times of the changes of courses were entered in the log in the "remarks" column, and only the actual course being made was entered in course column each hour. The entries I made in the course column were correct. According to the book the course at 9 p.m. was W.S.W.; at 10 p.m. it was also W.S.W. In the remarks column was an entry that at 9.30 p.m. the course was altered to S.W. by W. 78 W. magnetic. No notice was taken of that alteration in the course column. At 10 p.m. the actual course was W.S.W. again but there was no entry in the log to show how it got back there. Sometimes the intermediate changes were not entered. I do not know whose notation we use in recording the weather in the log. "C" means "cloudy, mist." During the whole of my watch on this night the weather letter is "M," which means mists. In spite of that we saw the *Empress* about eight or nine miles away and saw the stars sometimes. The moon rose after the collision occurred. It was a clear night generally, but there was a slight, cloudy mist about. The vessel was seen at the distance named by the aid of glasses. The night was dark, the wind S.W., with a force of 2, according to the log.

Mr. Sharp—I put it to you that the night was as nearly as possible calm and that what wind there was, was E?

Witness—No, it was S.W.

Mr. Sharp—In your preliminary act you say that the wind was blowing on the port bow?

Witness—Yes.

Mr. Sharp—Supposing the wind was very light from the East and you were travelling W.S.W., you would make a considerable wind yourselves?

Witness—Yes.

Mr. Sharp—Would not the effect in those circumstances be that the wind would be on your port side?

(To be continued.)

## THE BANGKOK FREIGHT WAR.

The freight war between the North German Lloyd and the Rickmers line of steamers is at last at an end, the larger company having bought up the five vessels belonging to its rival. This is a repetition of a similar struggle with the Scottish Oriental S. S. Co. The era of cheap freights and passenger rates is now over, though it is well known that both sides have suffered severely by the protracted competition. It is stated the German line must have lost about £50,000 in obtaining the victory. The Chinese coolies were the biggest gainers by the struggle and they will soon find that the cost of a trip from Hongkong to Bangkok has increased considerably. Formerly, they paid less for making the journey than they would have for living on shore during the same space of time. It is also more than probable that freights between the two ports will augment considerably, as the N. D. L. has now nearly all the carrying trade in its hands.

## COMMERCIAL.

RAUBS.

OCTOBER-NOVEMBER CRUSHING.  
A telegram received in the Colony to-day gives the result of the last crushing as 750 ounces gold from 3,000 tons ore.

## WEEKLY SHARE REPORT.

In their report, dated 13th inst., Messrs. Benjamin, Kelly and Potts state:—

During the period under notice business has again been very limited and the only noteworthy movement in the local market has been a rise, owing to the fall in exchange, in the value of Hongkong and Shanghai Banks.

The Hongkong Steam Waterboat Company, Limited, has advertised its third ordinary annual meeting of shareholders for the 24th November. The transfer books will be closed from the 19th to 24th instant, both days inclusive.

Banks.—Hongkong and Shanghai Banks have continued to advance and close to

demand at \$64½. The London rate rose to £65 during the earlier part of the week but has since receded to £63. Nationals have improved to \$29.

Marine Insurances.—China Traders have been placed at \$60 at which rate more shares are required for. All other stocks are quiet at quotations.

Fire Insurances.—Hongkong Fires are on offer at \$320. China Fires are also dull and without business at \$90.

Shipping.—Further transactions in Hongkong, Canton and Macao Steamboats at \$31½ have to be recorded. Indo-Chinas have still further fallen and are in the market at \$73. China and Manilas are obtainable at \$19, and Douglas Steamships are steady at \$31. There are buyers of Star Ferries (old issue) at \$26, and the new shares can be procured at \$16. Shell Transports are still asked for at 18½. Taku Tugs have inquiries at Tls. 36. Shanghai Tugs are unchanged.

Refineries.—China Sugars have improved to \$97 with no business to report. Luzons are neglected at \$10.

Mining.—Punjoms have been sold at \$14. Charbonnages are offering at \$600. Raubs remain unchanged at \$8. Chinese Engineerings are out of favour at Tls. 6.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have further strengthened their position, and shares can be placed at \$203, but until higher prices are offered we do not expect to see many shares changing hands. Farnhams, after touching Tls. 126, have receded to Tls. 120, at which rate sales have been effected. Kowloon Wharves have found buyers at \$86. Hongkong Wharves have dropped to Tls. 215, and are obtainable at the rate. New Amoy Docks are on offer at \$38.

Lands, Hotels and Buildings.—Hongkong Lands have been disposed of at \$152. Shanghai Lands are in request at the advanced rate of Tls. 101. Hongkong Hotels are still offering at \$147. Business has again been done in Humphreys Estate at \$10½, and China Providents are wanted at \$9.

Cotton Mills.—No change to report.

Cigar Companies.—Sumatras have been sold at Tls. 50.

Miscellaneous.—Green Island Cements have changed hands at \$22½, and are in further request. A. S. Watsons have been booked at \$14½; and Electrics continue in request at \$12 (old), and \$6½ (new). Hongkong Steam Waterboats have again been dealt in at \$15½. Dairy Farms can be placed at \$13½. According to the report just published, the net profit for the year ending 31st July, 1903, (including \$2,692.68 brought forward from last account) amounts to \$17,529.90 from which it is proposed to pay a dividend of \$1.25 per share, absorbing \$12,500; to transfer to reserve \$2,000; and carry forward \$3,029.90. Hall and Holz keep steady at \$34. The Company has declared an interim dividend of \$2 per share payable in Shanghai on the 16th instant. Transactions in Langkats are reported at Tls. 280, Tls. 285 and Tls. 284½.

## HEMP AND SUGAR.

Writing under date, Manila, 31st ult., Messrs. Warner, Barnes & Co. state:—

Hemp.—Market has been well maintained, and during the last few days has advanced owing to increased activity in U. K. U. S. has not acted in sympathy and prices there are below the sterling parity. Dealers have continued disposing of arrivals and some contracts for future delivery have also been affected. We confirm the estimate of receipts for the year in our last issue. We quote Fair Current with buyers at \$19.50 per picul, equal at exchange 1/10 to £ 34.14. 0 per ton f. o. b. Inspection of parcels now arriving show a marked deterioration in quality.

Sugar.—Manila.—Nominal, nothing offering.

Taal: No crop.

Iloilo: Shipments to China and Japan have reduced the existing stocks to about 3,000 tons. Dealers will not name a price for new crop sugar, but we think that business would be probable at say \$5 per picul basis usual assorted, equal at exchange 1/10 to £ 8.3. 0 per ton f. o. b.

## TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer ... 95/16  
" Bank Bills, on demand ... 1/9  
" Credits, 4 months' sight ... 1/9  
" D'ments 4 months' sight ... 1/9  
ON PARIS, Bank Bills, on demand ... M. 1.82  
" Credits, 4 months' sight ... 2.27  
ON NEW YORK, Bank Bills, on demand ... 43½  
" Credits, 30 days' sight ... 43½  
ON BOMBAY, Telegraphic Transfer ... 132½  
" On demand ... 132½  
ON SHANGHAI, Telegraphic Transfer ... 71½  
" Private 30 days' sight ... nom.  
ON YOKOHAMA, T.T. ... 86½  
Sovereigns, Bank's Buying Rate ... \$11.38  
Gold Leaf too touch, per tael ... \$8.90  
Raw Silver ... 26½

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—  
Per chest  
MILWA NEW ... 900/930  
" LAST YEAR ... 960/1,040  
" OLDEST ... 1,080/1,120  
PATNA NEW ... 1,132½  
BENARES NEW ... 1,130  
PERSIAN (PAPER) ... 780/850

## To-day's Advertisement.

WANTED.

BY a firm of Shipchangers, an ASSISTANT to run the Harbor, Engineer preferred. Good salary to a capable man.

Address: CHANDLER,  
C/o Hongkong Telegraph.  
Hongkong, 14th November, 1903. [13608]

## To-day's Advertisements.



GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on WEDNESDAY, the 18th November, 1903.

The Tenders to state the total amount (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.  
Copies of Forms of Tender can be had on application.

GEO. H. FERRIER,  
Colonel, A.P.D.,  
H.M. Treasury, Chest Officer,  
His Majesty's Treasury Office,  
Fletcher Street,  
Hongkong, 14th November, 1903. [13708]

## "SHIRE" LINE OF STEAMSHIP COMPANY.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"FLINTSHIRE,"  
Captain J. M. Haffner, will be despatched for the above Ports, TO-MORROW, the 15th instant, at Daylight.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 14th November, 1903. [13638]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"  
Captain J. G. Offert, will be despatched for the above Ports, on WEDNESDAY, the 18th inst. at 1 P.M., as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 14th November, 1903. [13408]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"NIPPON,"  
Captain Klausberger, will be despatched for the above Ports, on THURSDAY, the 19th instant, at Noon.

For Information as to Passage and Freight apply to SANDER, WIELER & Co., Agents.

Hongkong, 14th November, 1903. [12348]

## CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"ATHOLL,"  
Captain Watt, will be despatched for the above Ports, on WEDNESDAY, the 2nd December, at Noon.

For Freight, apply to the Company's Offices, No. 20, Des Vaux Road.

J. S. VAN BUREN,  
Superintendent.  
Hongkong, 14th November, 1903. [4368]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFARG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that the Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 21st instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW,  
Hongkong, 14th November, 1903. [12638]

## NOTICE TO CONSIGNEES.

FROM LONDON, ANTWERP, AND STRAITS.

THE Steamship

"FLINTSHIRE,"

Captain J. M. Haffner, having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All Claims for damage must be sent in before the 27th instant, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.  
Hongkong, 14th November, 1903. [12238]

## To-day's Advertisements.

## A L FRESCO FETE

in aid of the funds of the SOCIETY OF ST. VINCENT DE PAUL, to be held in the Compound of the ROMAN CATHOLIC CATHEDRAL, TO-MORROW, SUNDAY EVENING, 15th instant, from 9 to 11 P.M.

Admittance Ticket ..... \$1  
the holder of which is entitled to a Souvenir on its presentation at the "SOUVENIR PAVILION" on the night of the FETE ONLY.  
Tickets may be obtained at the Gate.  
Hongkong, 14th November, 1903.

## FROZEN FOOD.

DEPOT No. 3, ICE HOUSE STREET.

FRESH SUPPLY OF FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co's S.S. "CHANGSHA," including MUTTON, LAMB, PORK, SUCKLING PIGS, HARES, RABBITS, TURKEYS, PORK SAUSAGES, MILK (concentrated), FRESH BUTTER (1 lb pats), CHEESE, BACON, and HAM.

Pass Books will be supplied to, and Accounts kept with, well-known residents.

Price Lists on application.

LAU KUE TONG,  
Manager,  
The Hongkong Frozen Food Supply,  
Hongkong, 14th November, 1903. [13598]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.



Shipping-Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.  
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 17th November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"VANGTSE"	On 12th December.
S.S. "PROMETHEUS" left Singapore 10th inst. p.m. and is due here 17th inst.		

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"NINGCHOW"	On 20th November.
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, L'DON & A'WERP.	"HYSON"	On 8th December.
*LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, L'DON & A'WERP.	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'DON & A'WERP.	"DARDANUS"	On 5th January.
* Taking Cargo for Liverpool at London Rates.		

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"PELEUS"	On 30th November.
S.S. "DEUCALION" left Victoria, B.C., 28th Oct. for Yokohama, Kobe and Hongkong.		
For Freight, apply to		

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 10th November, 1903.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWEILIN"	16th November, at 5 P.M.
KOBE	"CHANGSHA"	16th "
AMOI and MANILA	"WUZHANG"	17th "
MANILA	"TSINAN"	17th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	17th "
MANILA	"KATONG"	18th "
CEBU and ILOILO	"HUPEI"	19th "
SHANGHAI	"WHAMPOA"	20th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivaled table. A duty  
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 13th November, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 21st Nov., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 28th Nov., at 10 A.M.
PERLA	1980	J. McGinty	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 14th November, 1903

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, "
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Ports. For through rates of freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	T. Salto	WEDNESDAY, 18th Nov.
FOR FOCHOH	"ANPING MARU"	J. Poto	SUNDAY, 22nd Nov.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 22nd Nov.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	FRIDAY, 27th Nov.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China  
and Formosa, and are fitted with all modern improvements. Excellent accommodation is  
provided for 1st class passengers, and a duty qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the  
Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at  
Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze  
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's  
steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, a  
No. 6, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 14th November, 1903.

[1217e]

Shipping-Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.  
HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duty qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th July, 1903. [804e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw  
Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-  
KONG for CANTON at 8.30 P.M. on SUNDAYS,  
TUESDAYS and THURSDAYS, returning  
to Hongkong the following days leaving  
CANTON at 5 P.M. Unexcelled Accommoda-  
tion for First Class Passengers. Ship lighted  
throughout by Electricity.  
Passage Fare, \$4 Single Journey.  
Meals \$1 each.  
The Company's Wharf is West of the Hong-  
kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,  
No. 8, Queen's Road, West.  
Hongkong, 30th May, 1903. [322e]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M., on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including  
cabin and servant), \$3; Return Ticket, \$5.  
On Excursion Sundays, 1st, 2nd, 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including Tiffin and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok  
Street.

The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 7th September, 1903. [1073e]

FOR KOBE, NAGASAKI AND  
WLAJOWSTOCK.

THE Steamship

"KOWLOON,"

Captain Stehr, will be despatched for the  
above Ports, on MONDAY, the 16th instant,  
at 5 P.M.

For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 10th November, 1903. [1346e]

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REGULAR STEAMSHIP SERVICE  
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.  
(With Liberty to call at PHILIPPINE PORTS).  
PROPOSED SAILINGS FROM HONGKONG.

1903. About.

"ORO".....19th Nov.

"ORONO".....1st Dec.

"LOWTHER CASTLE".....12th Dec.

"SIKH".....22nd Dec.

For Freight and further information, apply  
to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 12th November, 1903. [1339d]

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## Shipping.

Arrivals.	
Nippon Maru, Jap. s.s., 3,437, Greene, 13th Nov.—San Francisco 15th Oct., Honolulu 22nd, Yokohama 5th Nov., Kobe 6th, Nagasaki 8th, and Shanghai 11th, Mails and Gen.—P. M. S. S. Co.	
Achilles, Dr. s.s., 4,480, Williams, 13th Nov.—Singapore 7th Nov., Gen.—B. & S.	
Ningchow, Dr. s.s., 4,890, Riley, 13th Nov.—Tacoma 10th Oct., and Moji 9th Nov., Gen.—B. & S.	
Kwangping, Dr. s.s., 1,243, Blake, 13th Nov.—Ching-wan-tao 7th Nov., Gen.—C. E. & M. Co.	
Kansu, Dr. s.s., 831, Somerville, 13th Nov.—Hilo 4th Nov., Ballast.—B. & S.	
Kweilin, Dr. s.s., 1,072, McIntosh, 14th Nov.—Canton 13th Nov., Gen.—B. & S.	
Ayr, Dr. s.s., 1,995, Gibson, 14th Nov.—Kuchinotzu 9th Nov., Gen.—M. B. K.	
Progress, Ger. s.s., 687, Bremer, 14th Nov.—Swatow 13th Nov., Gen.—S. & Co.	
Rosetta Maru, Jap. s.s., 2,402, Smith, 14th Nov.—Manila 11th Nov., Gen.—T. K. K.	
Glenfarg, Dr. s.s., 2,360, Johnson, 14th Nov.—Singapore 5th Nov., Gen.—McG. B. & G.	
Whampon, Dr. s.s., 1,109, Lavers, 14th Nov.—Shanghai 10th Nov., and Swatow 13th, Gen.—B. & S.	
Hongkong, Fr. s.s., 742, Suzzi, 14th Nov.—Haiphong and Hoihow 13th Nov., Rice, Pigs and Bullocks.—A. R. M.	
Wakamatsu Maru, Jap. s.s., 1,720, Sakamoto, 14th Nov.—Moji 9th Nov., Coal.—Mr. H. U. Jeffries.	

## Departures.

Nov. 14.	
For San Francisco.	
For Canton.	
For Singapore.	
For Hongkong.	
For Saigon.	
For Canton.	
For Swatow.	
For Hoihow.	
For Manila.	
For Moji.	
For Canton.	

## Passengers arrived.

Per Achilles, from Singapore—493 Chinese.	
Per Nippon Maru, from San Francisco, &c.—Rev. O. Gregory, Dr. W. J. Mallory, Messrs. A. H. Punney, J. A. Kirby, C. R. Bangs, Mr. Messrs. R. H. Robson, H. Luzzingia, H. M. Ickis, H. H. Glover, O. E. Lutzenheiser, A. E. Allan, Rev. and Mrs. A. L. Grey and infant, Mrs. C. Mayers, Mrs. H. T. Bosman, infant and 2 servants, Messrs. He Wing and Sam, J. Iwaya, Mrs. C. Hayward, Mr. and Mrs. E. Rooney, Yajima, Messrs. A. C. Spring, Mr. R. Hancock, Bishop C. H. Brent, Messrs. F. L. Gunther, H. P. Wedgewood, Miss Hutchinson, Mrs. Lawrence, Messrs. Hunting, Rossmassell, The Messrs. Hunting, Mr. and Mrs. W. G. Renwick, Mr. A. G. Wood, Mrs. S. L. Grave, Mr. S. Rossi, Mrs. L. Crawford, Mrs. Alice Hobbs, Mrs. Florence Somner, and 147 Chinese.	
Per Glenfarg, from Singapore—Mr. E. White, and 20 Chinese.	
Per Whampoa, from Shanghai, &c. for Hongkong—Mr. McIntyre, and 34 Chinese.	
Per Rosetta Maru, from Manila—Messrs. A. M. Roca Pereira, Jr., Dr. A. Razlag, Messrs. E. H. Smith and family, Jose Verches, J. M. T. de Carval Ho, Dr. J. Albert, Messrs. Yung Po Man, J. Ichida, J. A. M. de Jesus, Messrs. H. M. McCabe, Miss Alice E. Beaumont, Rev. H. Chin Wing Pak, Chin Wue Sing, Chin May Yuen, S. U. Johnson, C. Chin Jai Man, W. W. Brice, Liao Siung, Mr. and Mrs. Cho Ching Leong, and 48 Chinese.	

## Shipping Reports.

Sir. Kansu from Hilo:—Heavy N.E. gales.	
Sir. Ningchow from Tacoma, etc.:—Strong monsoon in China Sea.	
Sir. Whampoa from Shanghai:—Strong wind and heavy sea, fine clear weather.	
Sir. Kwang Ping from Ching-wan-tao:—Strong N.E. monsoon and heavy sea.	
Sir. Wakamatsu Maru from Moji:—Strong N.W. monsoon, generally fine weather.	
Sir. Hongkong from Haiphong:—Moderate N.E. monsoon, and fine weather throughout.	
Sir. Flintshire from London:—Heavy rains from Singapore to Paracels, with strong N.E. winds; from thence to Hainan which was breaking heavily, fierce N.W. wind, with very heavy sea and strong S.W. current.	

## Steamers Expected.

Vessels	From	Agents	Due
Armand Behic	Singapore	M. M.	Nov. 16
Aratton Apar	Singapore	S. & Co., Ltd.	Nov. 16
Olympia	Victoria	N. P. Co.	Nov. 16
Australien	Shanghai	M. M.	Nov. 16
Tsuan	Kobe	B. & S.	Nov. 17
Amegonia	Singapore	H. A. L.	Nov. 17
Siberia	Japan	P. M. Co.	Nov. 20
Eastern	P. Darwin	G. L. & Co.	Nov. 21
Tijpanas	Japan	H. S. J.	Nov. 21
Laisang	Calcutta	M. & Co.	Nov. 21
Em. of Japan	Vancouver	C. P. R. Co.	Nov. 23
Tremont	Victoria	D. & Co.	Nov. 25
Indrasamha	Portland	P. & A. Co.	Dec. 4
Tacoma	Victoria	N. P. Co.	Dec. 4
Salamanca	San Francisco	P. M. Co.	Dec. 8
Loosok	"	"	"
Heungshan	"	"	"
Rajaburi	Aberdeen	"	"

## Vessels in Port.

Vessels	From	Agents	Due
Aki Maru, Jap. s.s., 3,995, Ekstrand, 3rd Nov.—Shanghai 31st Oct., Flour and Coal.—N. Y. K.			
An Pho, Br. s.s., 966, Kynoch, 12th Nov.—Swatow 11th Nov., Gen.—M. & Co.			
Borneo, Ger. s.s., 2,168, Muhle, 10th Nov.—Sandakan 11th Nov., Gen.—M. & Co.			
Carl Diederichsen, Dr. s.s., 774, Schlaikier, 11th Nov.—Hoihow 9th Nov., Gen.—J. & Co.			
Changsha, Dr. s.s., 1,463, Moore, 12th Nov.—Sydney 17th Oct., and Manila 9th Nov., Gen.—B. & S.			
China, Br. s.s., 1,113, Krubbe, 13th Nov.—Hongkong 11th Nov., Coal.—E. A. T. Co.			
Clara, Ger. s.s., 1,103, Bendiken, 9th Nov.—Hongkong 7th Nov., Coal.—J. & Co.			
Daigi Maru, Jap. s.s., 847, Groves, 13th Nov.—Tamsui 10th Nov., via Amoy and Swatow 12th, Gen.—O. S. K.			
Dr. Hans Jerg Kier, Norw. s.s., 691, Larsen, 23rd Oct.—Manila 17th Oct., Ballast.—E. A. T. Co.			
Ellen Rickmers, Ger. s.s., 995, Henrichsen, 7th Nov.—Moji 1st Nov., Coal.—A. K. & Co.			
Empress of India, Br. s.s., 3,003, Marshall, 27th Oct.—Vancouver 5th Oct., and Shanghai 24th, Mails and Gen.—C. P. R. Co.			
Euplectella, Br. s.s., 1,462, Stoff, 10th Nov.—Arce Bay 30th Oct., Bulk Oil.—M. & Co.			
Flintshire, Br. s.s., 2,347, Haffner, 13th Nov.—London 19th Sept., Gen.—S. & T. Co.			
Gregory Apar, Br. s.s., 2,940, Olfert, 9th Nov.—Calcutta 24th Oct., and Singapore 3rd Nov., Gen.—D. S. & Co., Ltd.			
Koun Maru, Jap. s.s., 1,787, Minamikawa, 8th Nov.—Kobe 4th Nov., Coal and Gen.—Tong Yok Chon.			
Loosok, Ger. s.s., 1,011, Schner, 26th Oct.—Bangkok and Koh-si-chang 15th Oct., Rice and Wood.—B. & S.			
Madeleine Rickmers, Ger. s.s., 1,020, Sanders, 11th Nov.—Bangkok 2nd Nov., Rice.—A. K. & Co.			
Marie Jensen, Ger. s.s., 1,771, Meyer, 10th Nov.—Samarang 30th Oct., Sugar.—J. & Co.			
Maria Rickmers, Ger. s.s., 1,017, Bandelin, 2nd Nov.—Bangkok via Hoihow 25th Oct., Gen.—A. K. & Co.			
M. Stuve, Ger. s.s., 966, Brandt, 12th Nov.—Haiphong and Hoihow 10th Nov., Rice, Pigs and Bullocks.—S. & Co.			
Mongkut, Ger. s.s., 859, Gutschke, 8th Oct.—Bangkok 1st Oct., Rice and Timber.—B. & S.			
Oceana, Ger. s.s., 700, Janke, 8th Nov.—Caroline Islands 1st Nov., Copra.—S. & Co.			
Petrarch, Ger. s.s., 1,251, Ahrens, 11th Oct.—Sourabaya 30th Sept., Sugar.—S. W. & Co.			
Rajaburi, Ger. s.s., 1,180, Wendig, 9th Nov.—Bangkok 1st Nov., Rice and Teakwood.—B. & S.			
Sabine Rickmers, Br. s.s., 918, Nasbet, 8th Nov.—Mauritius 31st Oct., Kerosine.—A. K. & Co.			
Shakano Maru, Jap. s.s., 2,064, Fujita, 12th Nov.—Nagasaki 6th Nov., Coal.—E. A. T. Co.			
Salamanca, Br. s.s., Scott, 27th Oct.—Singapore 10th Oct., Gen.—B. & S.			
Shanghai, Br. s.s., 2,041, Thompson, R.N.R., 12th Nov.—Fochow 10th Nov., Gen.—P. & O. S. N. Co.			
Tai Lee, Ger. s.s., 827, Michelsen, 4th Nov.—Swatow 3rd Nov., Ballast.—Meyer & Co.			
Tai Ping, Ch. s.s., 1,376, Brissander, 12th Nov.—Wuhu and Chinkiang 5th Nov., Gen.—Order.			
Thales, Br. s.s., 820, Robson, 13th Nov.—Swatow 12th Nov., Gen.—D. & L. Co.			
Thea, Ger. s.s., 980, Oherlich, 11th Nov.—Canton 12th Nov., Gen.—J. & Co.			
Trocas, Br. s.s., 2,657, Philip, 8th Nov.—Hankow 1st Nov., Ballast.—A. K. & Co.			
Tsintau, Ger. s.s., 1,002, Koch, 11th Nov.—Bangkok via Swatow 2nd Nov., Rice and Teakwood.—B. & S.			
Victoria, Swed. s.s., 988, Hermansen, 27th Oct.—Sourabaya 20th Oct., Sugar.—S. W. & Co.			
Wongkol, Ger. s.s., 1,115, Reher, 12th Nov.—Hoihow 10th Nov., Gen.—B. & S.			

## Sailing Vessels.

Vessels	From	Agents	Due
Brilliant, Br. bq., 3,609, Cowlishaw, 23rd Oct.—Shanghai 16th Oct., Gen.—S. O. Co.			
Clendorn, Br. ship, 1,823, Morrison, 8th Nov.—New York 26th June, Gen.—S. O. Co.			
Helena Wyman, Am. bq., 1,521, Vanhorn, 10th Aug.—Singapore 1st Aug., Ballast.—Master.			
Lillebonne, Am. sch., 708, Finnen, 6th Oct.—Manila 18th Sept., Ballast.—D. & Co., Ltd.			

## Steamers Expected.

Vessels	From	Agents	Due
Armand Behic	Singapore	M. M.	Nov. 16
Aratton Apar	Singapore	S. & Co., Ltd.	Nov. 16
Olympia	Victoria	N. P. Co.	Nov. 16
Australien	Shanghai	M. M.	Nov. 16
Tsuan	Kobe	B. & S.	Nov. 17
Amegonia	Singapore	H. A. L.	Nov. 17
Siberia	Japan	P. M. Co.	Nov. 20
Eastern	P. Darwin	G. L. & Co.	Nov. 21
Tijpanas	Japan	H. S. J.	Nov. 21
Laisang	Calcutta	M. & Co.	Nov. 21
Em. of Japan	Vancouver	C. P. R. Co.	Nov. 23
Tremont	Victoria	D. & Co.	Nov. 25
Indrasamha	Portland	P. & A. Co.	Dec. 4
Tacoma	Victoria	N. P. Co.	Dec. 4
Salamanca	San Francisco	P. M. Co.	Dec. 8
Loosok	"	"	"
Heungshan	"	"	"
Rajaburi	Aberdeen	"	"

## THE WEATHER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observatory:—  
On the 14th at 11.35 a.m. The barometer has risen over N. China and the Philippines; fallen over the Loochoos.  
The depression in the North seems to be moving into the N.E. part of the Sea of Japan. Pressure is high over N. China and relatively low over the Pacific to the S. of the Loochoos.  
The monsoon will freshen again in the Formosa Channel. Strong monsoon over the N. part of the China Sea.  
Forecast:—Moderate N.E. winds; fine.

## CHINA COAST METEOROLOGICAL REGISTER.

Bar. Th. Hu. Wind W.	Nov. 14th, 1903, a.m.
Vladivostok	29.80 38 50 N 3 0
Hakodate	29.92 38 50 S 4 4
Kobe	29.93 38 50 SW 4 4
Tokio	30.14 38 50 NW 4 4
Kochi	30.11 38 50 0 0
Nagasaki	30.15 38 50 0 0
Kagoshima	30.15 38 50 N 2 2
Oshima	30.08 38 50 SW 2 2
Naha	30.01 38 50 NE 2 2
Shanghai	30.05 38 50 0 0
Taipei	30.05 38 50 0 0
Tainan	30.05 38 50 0 0
Koshun	30.05 38 50 0 0
Pescadores	30.02 38 50 NE 2 2
Weihaiwei	30.31 45 70 N 1 1
Gutzlaff	30.24 60 71 S 1 1
Sharp Peak	30.11 65 76 N 2 2
Amoy	30.12 63 78 W 1 1
Swatow	30.12 67 78 N 2 2
Canton	30.14 68 81 S 1 1
Hongkong	30.14 71 88 E 1 1
Victoria Peak	30.11 71 88 E 1 1
Gap Rock	30.11 71 88 E 1 1
Macao	30.12 71 88 E 1 1
Haiphong	30.12 71 88 E 1 1
Manila	29.92 86 71 WSW 1 1
Bacolod	29.92 86 71 WSW 1 1
Hilo	29.98 85 71 WSW 1 1
C. St. James	29.92 85 71 WSW 1 1

## Post Office.

A Mail will close for:—  
Nantao—Per Tachun, 15th Nov., 9 A.M.  
Sanbu—Per Hot Fu, 15th Nov., 9 A.M.  
Macao—Per Wingchai, 15th Nov., 9 A.M.  
Canton—Per Fowun, 15th Nov., 9 A.M.  
Swatow, Amoy and Tamsui—Per Daigi Maru, 15th Nov., 9 A.M.  
Kanton, Kuchuk and Samsui—Per Tungking, 15th Nov., 9 A.M.  
Canton—Per Kishan, 16th Nov., 7.30 A.M.  
Haiphong—Per M. Stuve, 16th Nov., 8 A.M.  
Kobe—Per Changsha, 16th Nov., 11 A.M.  
Shanghai, Nagasaki, Kobe and Yokohama—Per Flintshire, 16th Nov., 11 A.M.  
Shanghai and Chinkiang—Per Kweilin, 16th Nov., 4 P.M.  
Nantao—Per Tachun, 16th Nov., 5 P.M.  
Sanbu—Per Hot Fu, 16th Nov., 5 P.M.  
Macao—Per Wingchai, 16th Nov., 5 P.M.  
Canton—Per Fowun, 16th Nov., 5 P.M.  
Europe, &c., India, via Tachun—Per Australia, 17th Nov., 11 A.M.

With an additional 50 cents Parcels may be sent via Brindisi if posted before 3 p.m. on Friday, the 20th November, and those posted before 3 p.m. on Friday, the 12th December, and those posted before 3 p.m. on Friday, the 20th November, are due in London about the 26th December.  
The following postage will be collected:—  
For a Parcel not exceeding 3 lbs. in weight 50 cts.  
" " " 7 lbs. " \$1.00  
" " " 11 lbs. " \$1.50  
With an additional 50 cents Parcels may be sent via Brindisi if posted before 3 p.m. on Friday, the 20th November, and those posted before 3 p.m. on Friday, the 12th December, and those posted before 3 p.m. on Friday, the 20th November, are due in London about the 26th December.  
All Parcels containing Jewellery or any article of Gold or Silver must be insured, and all insured Parcels must be sealed. The seals must bear the impression of a private mark.  
Senders of Parcels are requested to post them a few days in advance.

Letters and Post Cards are now received for transmission to Europe via Dalny and the Trans-Siberian Railway, and should be marked accordingly. No printed matter can be accepted. The Rates of Postage by this route will be the same as at present via the Suez Canal.

## VISITORS AT THE HOTELS.

Occidental	Kowloon
Akehurst, C. A.	Petersen, Mr.
Chandler, Lieut. F.	Pittwater, A. V.
Cobb, Mr.	Ramplin, F. S.
Coselli, D. C.	Rehndorf, Fr.
Ger rd, J. C.	Schuster, Mr. Von
Gibson, Dr.	Shepherd, E. B.
Hahn, Mr. and Mrs. C.	Skerichy, Mrs.
Kovt, Dr. F.	Starfuss, M.
Liddell, Mr. and Mrs.	Stephens, H.
Lopez, Amaro	Wilkinson, R.
Pezare, Lieut. T.	Wolf, Richard De

Hongkong.	Knox, A.
Albert, Dr. T.	Lautzenheiser, O. E.
Allan, A. S.	Leggatt, E. A.
Amakawa, Mr. and Mrs.	Lewis, A. R.
Baderkop, K.	Lugens, R.
Bangs, C. R.	Macgowan, R. J.
Barrett, H.	Mackie, G.
Barrett, Mr. and Mrs.	Marsell, Dr. O.
Barton, Mr. and Mrs. C. V.	Mast, Sidney
Baum, A.	Masi, Mr. and Mrs. E.
Beaumont, N. E.	McAran, T. P.
Beebe, G. S.	Mead, C. C.
Black, Mr. and Mrs.	Meikle, Mr. & Mrs. E.
Boggan, Mr. and Mrs. R.	Miller, P. L.
Bonner, E. A.	Moloney, W. J.
Borthwick, Mrs. R. W.	Moller, Mrs. and child
Brice, W. K.	Murphy, Mr. and Mrs. E. O.
Brown, W. S.	North, C. J.
Buck, Hant	Noyes, T. G.
Chawaw, Mr.	O'Connor, Lt.-Col.
Clark, W. G.	Otto, A.
Colson, F. S.	Parfit, W.
Connell, J. J.	Perry, Lt. & Mrs. A. F.
Craig, T. S.	Potter, A. H.
Davies, Mrs. J. T.	Potter, A. H.
Dean, G.	Potter, A. H.
Derbyshire, J. H.	Potts, W. H.
Douglas, Capt. & Mrs. J.	Ross, S. B. C.
Downing, J. C.	Robertson, Capt.
Ellis, Mr. and Mrs. A.	Robson, R. J.
Emerson, A.	Schmidt, W. E.
Fetterolf, E. H.	Schneidewind, E.
Fisher, H. G.	Simmers, Mr. and Mrs.
Frank, C.	Smith, Mr. & Mrs. E. H.
Freder, Jr., W. G.	Smith, Master L. H.
Glover, C.	Snowden, E. A.
Glover, H. H.	Somerville, Geo.
Goodrich, C. L.	Stuart, Mrs. Deslie C.
Grant, A. W.	Sutro, Miss
Gunter, O.	Sutro, Miss
Hall, Capt. T.	Taylor, Mrs.
Hammer, Thos. A.	Tower, A.
Haughton, W. B.	Treadman, Mr.
Hayton, J. T.	Unverzagt, L. M.
Hooper, Mr. and Mrs.	Vernon, Mr. and Mrs. J.
Ickes, H. J.	Wagner, C. R.
Jackman, H. T.	Wall, Mrs. L.
Jaff, D.	Waters, Miss C. E.
Jones, J. W.	Watkins, G. A.
Joseph, Mr. and Mrs.	Williams, Mr. and Mrs.
Katsch, E. A.	Wolff, Philip
Kempfer, E.	Woolmer, Mr. & Mrs.
Kingsford, Mr. & Mrs.	Wright, Mr. and Mrs.
Kirby, J. A.	
Kirkwood, J.	

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Gunther, F. L.	Renwick, Mrs. W.
Hale, Mrs. M. P.	Renwick, W. G.
Hallier, Dr. H.	Rose, Mr. and Mrs. T. R.
Hawley, Miss M.	Rossmassell, W. H.
Hawley, Miss W. J.	Schneidewind, Ralph H.
Hawley, Mr. and Mrs.	Spring, Mr. & Mrs. A. C.
Hawley, Mr. and Mrs.	Stephens, Mr. & Mrs. M. J. D.
Hawley, Mr. and Mrs.	Talati, Mr. and Mrs. M.
Hawley, Mr. and Mrs.	Vaughan, H. S.
Hawley, Mr. and Mrs.	Wedgwood, H. B.
Hawley, Mr. and Mrs.	Young, Mr. and Mrs. H. A.

## CONNAUGHT.

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Bain, J. W.	Lee, C. E.
Campbell, R. E.	Macfarlane, Dr. and Mrs. H.
Donald, W. H.	Marston, Mr. and Mrs. L.
Douglas, Mr. B.	Marston, Mr. and Mrs. L.
Friedlander, R.	Tyrrhit, T.
Hills, L. D.	Whitmore, R.
Eyre, Mr. and Mrs. H.	Williams, W. H.
Howard, E.	
Hume, R.	

## PEAK.

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Bolagowsky, Mr. and Mrs.	Jones, Mr. and Mrs. P.
Brusse, George	Krieby, Mr. and Mrs. E. R.
Cameron, Mr. & Mrs.	Langley, Miss
Allan	Lyon, E. A.
Duff, J. S.	Maitland, Mrs.
Gibson, Dr. Robert	McGowan, Mr. & Mrs. A.
Grant, G. C. Lindsay	Melgou, M. G.
Hewitt, F. T. Baines	Metcalfe, S. T. H.
Holland, R. M., Comdr.	Norton, R. H.
G. E.	Scott, Charles R.
Holland, Mrs. G. E.	Smith, Mrs.
children and maid	
Jackson, Mrs. R. N.	Wood, Mr. and Mrs.
and child	

## THOMAS.

Hain, J. S. S.	Kinnaird, F. G.
Barrett, L. M.	Lee, Miss
Bassett, H. D.	Raimier, H. D.
Brusse, J. V.	Roberts, Capt. W.
Collet, Mr.	Rouge, u. E.
Condy, Mr. C. and 2 children	Turr, D. E.
Crego, Mr.	Weissber, Mr. M. J.
Graves, F. C.	Whiley, Mr.
Hough, Dr.	Young, L. C.

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Crafton, R. H.	Smith, Mr. and Mrs.
Dunn, G. H.	Grant
Gaskell, Mr. and Mrs.	Smith, Mr. E. Grant
Harvey, Lieut. and Mrs.	Walker, Lieut. & Mrs.
J. S.	and child
Helms, W.	Warre, F. W.
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